

Data Book

American Motors

AMERICAN AUTO CENTER MONROE, WISCONSIN

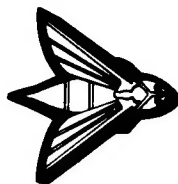
Data Book 1970

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HORNET



1970 Hornet

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1970 Hornet

Product Highlights

The 1970 Hornet is a brand new offering from American Motors.

Designed to meet a broad range of requirements, it is truly a car for everyone. Fine engineering and passenger comfort are features that qualify it as a basic and popular form of family transportation.

The Hornet is available in two and four door sedans in two series -- Hornet and Hornet SST. It has a trim, contemporary look with a long hood, fast-angled windshield and short rear deck.

Model offerings in this series are:

Hornet

4-door Sedan	7005-0
2-door Sedan	7006-0

Hornet SST

4-door Sedan	7005-7
2-door Sedan	7006-7

The Hornet has an overall length of 179.26 inches built on a 108-inch wheelbase and will carry five passengers comfortably.

It is offered in a choice of 6 cylinder and V-8 power plants ranging from 128 to 210 horsepower along with a selection of a wide range of options not available on a comparable car.

The 199 cu. in. 6 cylinder engine with 1-bbl. carburetor is standard on the basic Hornet and the 232 cu. in. 6 cylinder engine with 1-bbl. carburetor is standard on the Hornet SST. A 3-speed 2/3 synchromesh transmission is standard, and Shift-Command is optional with the sixes. For maximum performance, American Motors' new 304 cu. in. V-8 is offered as an option with Shift-Command.

Low and compact in design, the Hornet is 52.5 inches high. The roof line begins at the top of the sharply angled windshield and merges smoothly with a fast-line rear quarter. Ventless front windows add to the cleanly styled appearance and help driver vision.

1970 Hornet

Product Highlights

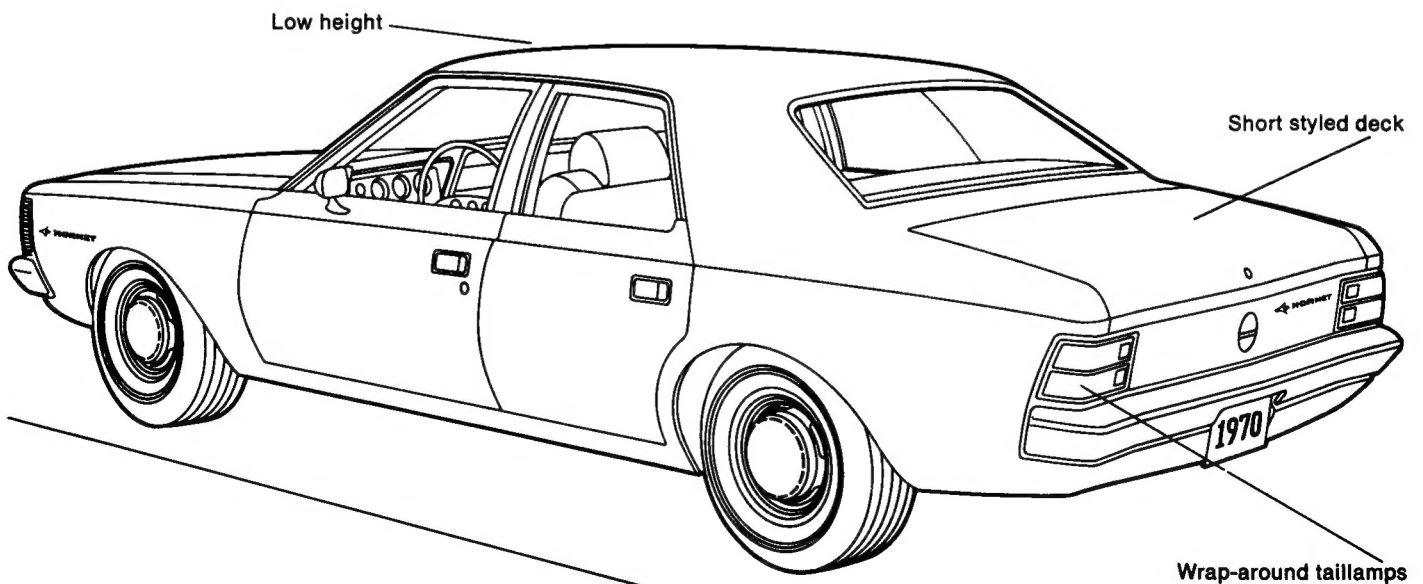
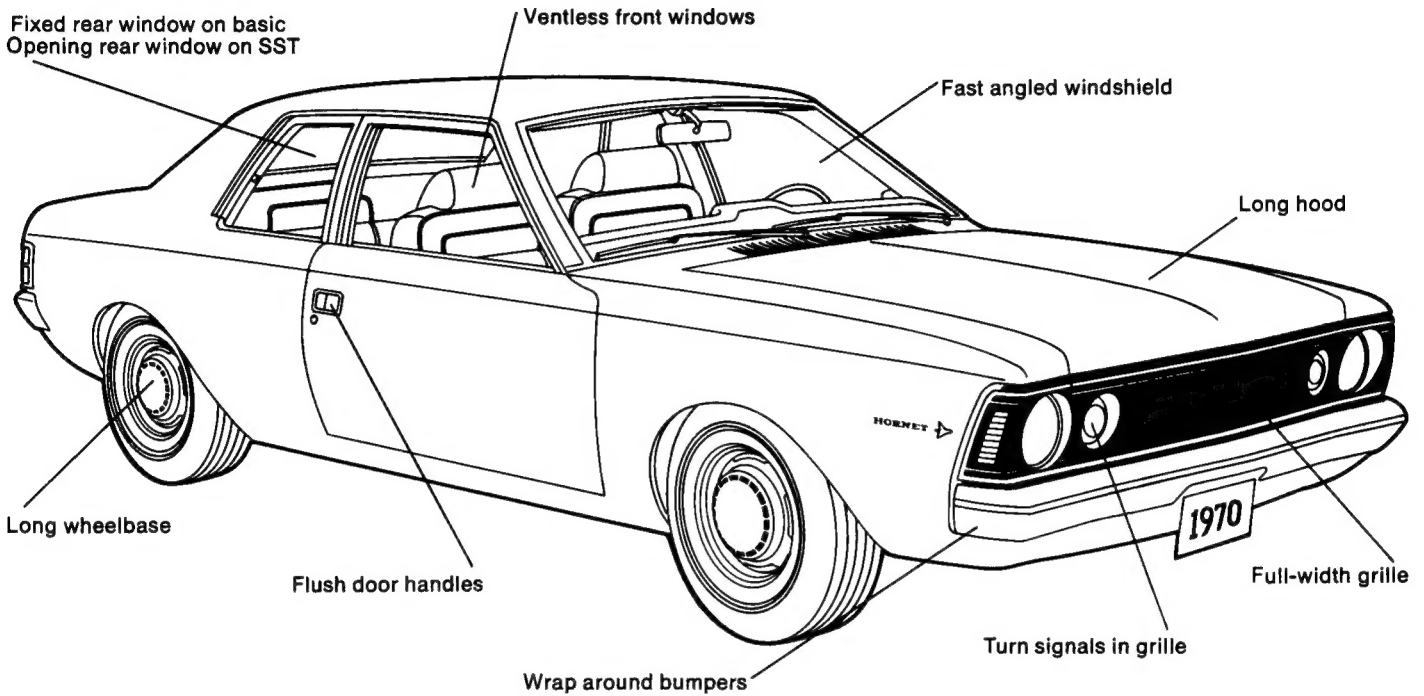
Also featured are wide-sectioned bumpers that wrap-around all four fender tips. A black anodized aluminum grille contains round park and turn signal lights. Flanking the grille are single headlamps set in black wrap-around bezels which extend the grille area the full width of the car. The plastic bezels bend around the fender ends, incorporating front side marker lights and their design complements the stacked wrap-around taillight sections. Back-up lights are integrated into the taillight design.

Wheel openings have a pronounced flare and are outlined with protective stainless steel mouldings on SST models. Optional full-length paint stripes emphasize a low beltline. Anti-theft ignition, steering and transmission lock with a warning buzzer is one of the many interior features that is standard.

A detailed description of the new Hornet for 1970 follows:

1970 Hornet

Exterior Styling Features



Note: Exterior ornamentation is covered
under series Features

PRODUCT CHANGES AND REVISIONS
As Of October 4, 1969

CHANGES

Exterior Dimensions

Exterior car height dimension 52.72"

Record the change on Section 1, Page 1 and 4.

Interior Dimensions

. Shoulder Room Rear Four-Door Models 54.40"

. Hip Room Rear Four-Door Models 54.40"

Car weight, Curb 2743

Please add the above dimensions and the car weight change to Section 1, Page 7.

Section 1, Page 24 - Hornet SST - "Seat Trim & Color Availability" Chart, beside the caption Sonic Silver, Metallic/ Frost White add paint codes 95-72 and 1

Section 1, Page 11 - Delete "Satin Chrome Instrument Panel Overlay" - Replace with "Painted Interior Color on Instrument Panel"

Section 1, Page 13 - Add, "Metallic Finish Instrument Panel Overlay"

NEW OPTIONS

Power Disc Brakes are available as a regular option for Hornet SST V-8 models only.

Record this change on Section 1, Page 20.

Hornet-6's - the optional B78x14 tires are now included with factory-installed air conditioning in place of the standard 6.45x14 size. Effective immediately.

Record the change on Section 1, Page 19.

MECHANICAL CHANGES

On all 1970 V-8's, the cylinder-head-bolt size changed from 7/16" to 1/2" for improved head gasket sealing action.

Record this change on Section 1, Page 15.

1970 Hornet

Exterior Styling Features

Exterior dimensions - wheelbase 108", length 179.26", height 52.58"

Note the long hood, fast-angled windshield and short deck
Ventless front door window

Low beltline; highlighted by optional full length paint stripe

Expansive side glass area

Flush exterior door handles (like all other American Motors cars, but with key-lock located below). Front and rear doors use lock button. Other AM products use armrest lock lever on front doors.

Full-width horizontal-lined grille with signal headlamps

Round parking/turn signal lights located in grille

Wide-sectioned wrap-around twin stack taillamp

Back-up light incorporated in taillight inbound section

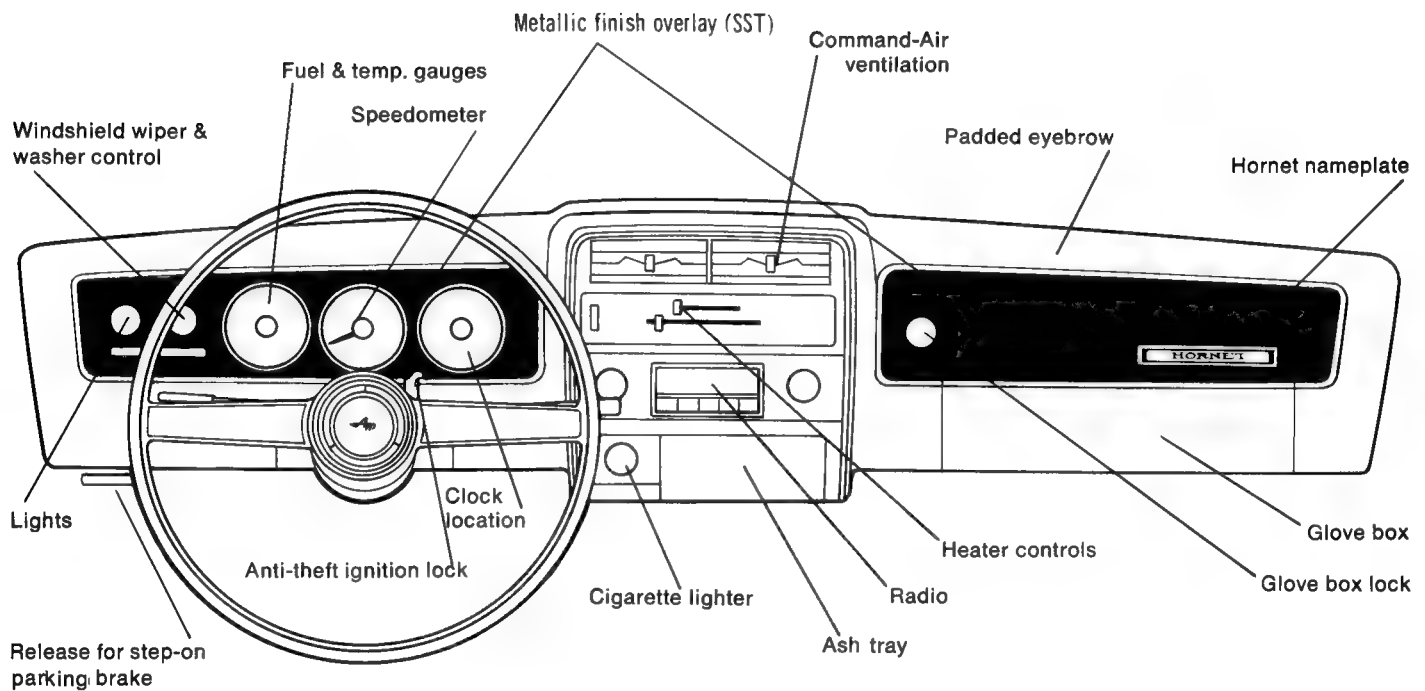
Anti-scuff body side molding with protective vinyl insert (optional)

Side-of-car tire jack (like Javelin and AMX)

1970 Hornet

Interior Styling Features

Hornet
Instrument panel



Interior door locks with "paddle type" handle (like other AM cars)

Injection-molded plastic instrument panel which is symmetrical about centerline

Instrument panel cluster with round-gage instrumentation

Full-width crash padding around top of panel

Headlight and wiper controls located cluster high (left side)

High level glove box with release knob located in the instrument panel

Standard high-level fresh-air ventilation (Command-Air)

Efficient Weather-Eye heater with underpanel and high level discharge, plus three speed fan (standard)

Highly efficient All-Season air-conditioning built-in (optional)

Full-width package tray under instrument panel and standard on SST and (base models with air conditioning)

Step-on parking brake

1970 Hornet

Exterior & Mechanical Comparison

1970 Hornet vs. 1969 Rambler & 1970 Maverick

<u>ITEM</u>	<u>'69 RAMBLER</u>	<u>'70 HORNET</u>	<u>'70 MAVERICK</u>
Wheelbase	106.00	108.00	103.00
Length	181.00	179.26	179.40
Width	70.84	71.08	70.60
Height	54.24	52.72	52.30
Tread, Front	56.00	57.46	55.50
, Rear	55.00	57.00	55.50
Tire Size, Standard 6	6.45 x 14	6.45 x 14	6.00 x 13
Turning Circle Dia., Ft.	36'	36'	35.6'
Springs, Front/Rear	Coil/Leaf	Coil/Leaf	Coil/Leaf
Brakes, Dia/Sq. In. 6-cyl.	9"/153	9"/153	9"/131
V-8	10"/167	10"/167	None
Power Brakes & Steering	Opt.	Opt.	None
Parking Brake	Pull Handle	Step-On	Pull Handle
Engine, Std. 6	(A) 199 CID/128 HP (7 Bearings)		170 CID/105 HP (4 Bearings)
Opt. 6	(A) 232 CID/145 & 155 HP (7 Bearings)		200 CID/120 HP (7 Bearings)
Opt. V-8	290 CID/200 HP	(A) 304 CID/210 HP	None
Trans. Manual	2/3 Synchro.	2/3 Synchro.	All Synchro.
Auto Trans.	3-Speed	3-Speed	3-Speed (2 Types)
Hood, Opening	Counterbalanced	Counterbalanced	Prop-Rod
(A) 199 - 1B Six is Std. on Hornet Base. 232 - 1B Six is Std. on Hornet SST (Opt. on Base). 232 - 2B Six is Opt. on Hornet Base & SST. 304 - 2B V-8 is Opt. (Std. V-8) on Hornet SST.			

1970 Hornet

Interior/Detail Comparison 1970 Hornet vs. 1969 Rambler & 1970 Maverick

<u>ITEM</u>	<u>'69 RAMBLER</u>	<u>'70 HORNET</u>	<u>'70 MAVERICK</u>
Passenger Seating	Six	Five	Four
Head Room, Front	39.00	38.00	37.60
, Rear	36.60	37.00	36.10
Leg Room, Front	42.00	41.05	41.30
, Rear	35.00	36.75	31.90
Shoulder Room, Front	54.84	54.88	55.00
, Rear	54.82	53.32	53.50
Hip Room, Front	57.40	54.88	53.70
, Rear	57.12	53.32	46.10
Trunk Luggage Vol., Cu.Ft.	12.0	11.2	10.4
High-Level Ventilation	NA	Std.	Opt.
Interior Trims, Base	2 Fabric Std.	4 Vinyl Std.	4 Fabric Std.
	2 Vinyl Opt.	4 Fabric Opt.	-----
, High	3 Fabric Std.	4 Fabric Std.	4 Vinyl Opt.
	4 Vinyl Opt.	3 Vinyl Opt.	4 Nylon Opt.
		2 Fabric Opt.	
Grille Construction	Aluminum	Alum. (Plastic Ends)	Plastic
Fuel Tank, Gallons	16	19 (16 Calif.)	16 (14 Calif.)
Fuel Economy, MPG	20+	22.5+	22.5
Car Weight, Curb	2684	2728 est.	2487
Rear Window Type for 2-Dr. Sedan	Fixed on Base Lowering on 440	Fixed on Base Flip-Open on SST	Flip-Open
Package Tray Under Instrument Panel	NA	Std. on SST (on Base with Air Cond.)	Std.
Glove Box	Std. (+ lock on 440 & Rogue)	Std. (+ lock on SST model)	None
No. of Horns	One (two on 440 & Rogue)	One	One

1970 Hornet

Safe-Command Safety Features

SEATING & SEAT BELTS:

Hornet Seat Belts for all Seating Positions:

- a. Standard 3 front, 2 rear
- b. Two front seat belts retractable

Two Front-Seat Shoulder Belts

Two Rear-Seat Shoulder Belt Attaching Provisions

Front-Seat Head Restraints

High-Strength Seat Anchorages

Front Seat-Back Automatic Lock with Manual Release (2-Door Models)

New high-position manual release

Padded Front-Seat Backs (for rear-passenger safety)

CONTROLS & INSTRUMENTS:

New Anti-Theft Ignition, Steering & Transmission Lock (with warning buzzer)

Energy-Absorbing Steering Column (new, improved design for '70)

Deep-Dish Energy-Absorbing Steering Wheel (new, 2-spoke design for '70)

New Rim-Blow Steering Wheel (optional)

Safety-Styled & Padded Instrument Panel

Anti-Glare Finish for Instrument Panel, Steering Wheel, Inside Moldings, etc.

Padded Sun Visors, Two

Safety-Shaped Instrument Panel Control Knobs

Low-Profile, Soft Window-Control Knobs

Padded Armrests

Uniform Shift-Quadrant for Automatic Transmissions

Break-Away Front Ash Tray with Ball-Bearing Slides

Variable-Intensity Green Night-Lighting for Instruments (shielded against reflection)

LOCKS AND DOORS:

Pre-Set Impulse Door Locking System

High-Strength Door Lock & Hinges

Flush-Contoured Outside Door Handles

Paddle-Type Inside Door Handles Shielded by Armrests

New In-Instrument-Panel Glove-Box Lock/Latch Location

Two-Key Locking System

1970 Hornet

Safe-Command Safety Features

BODY CONSTRUCTION:

All-Steel "Advanced Unit Construction" with front-end designed to limit steering column rearward in accidents
High-Strength, Laminated Safety Windshield
Tempered Safety Glass for Side & Rear Windows
Molded Feberglass Ceiling
Padded Instrument Panel & Sun Visors
Dual-Action Safety Hood Latch
Counterbalanced Hood & Trunk Lid

CHASSIS & RELATED ITEMS:

Double-Safety Brake System (dual chamber master cylinder)
Hydraulic Brake System Warning Light
Corrosion-Resistant Brake Lines & Fittings
Self-Adjusting Brake Linings
Step-On Parking Brake (warning light in opt. Light Group)
Mechanical Stop Light Switch
Safety-Rim Wheels
Tread-Wear Indicators Molded Into Tire Tread
"Guard-Glo" Headlights with readily-adjustable aiming
Front Park/Turn Lights Stay On with Headlights
High-Strength Fuel Tank Mounting
Non-Projecting Wheel Covers

GENERAL EQUIPMENT:

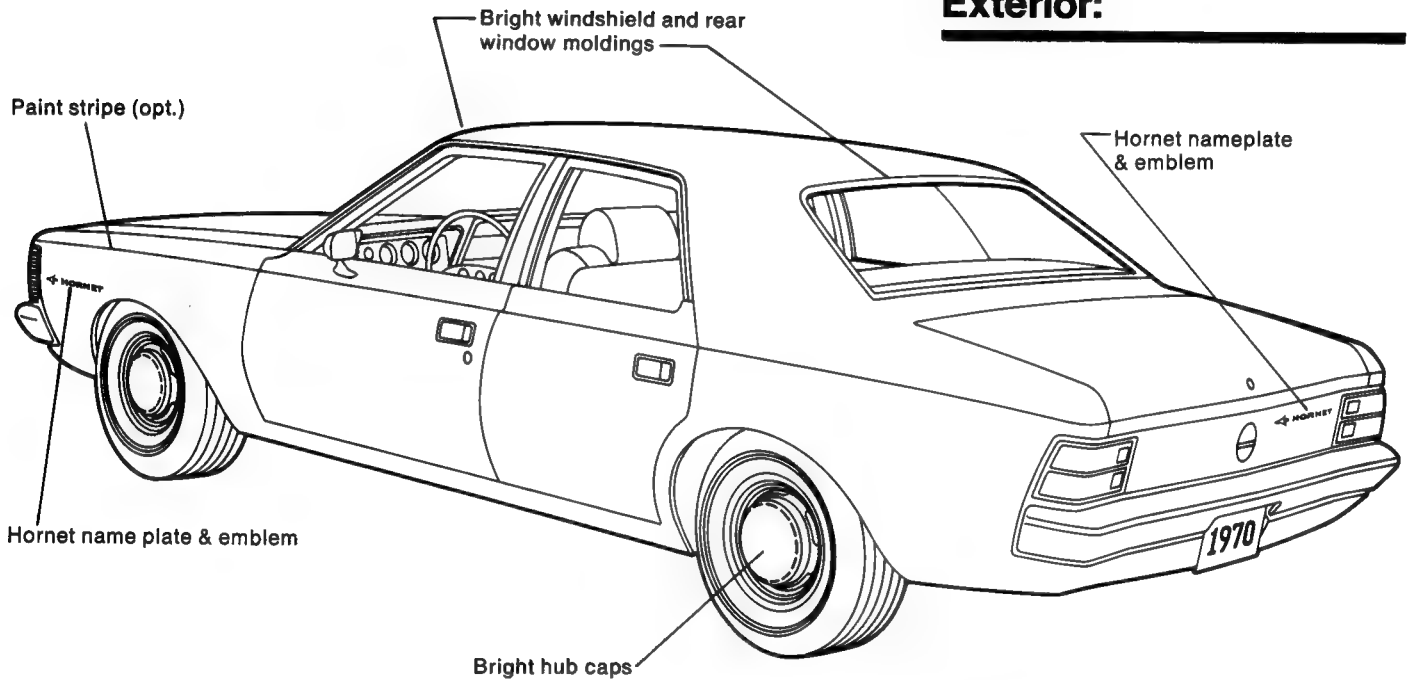
Manual Lane-Changer Feature for Self-Cancelling Turn Signals
4-Way Hazard Warning Flashers
Side-of-Car Safety Marker Lights
Automatic Back-Up Lights
Inside Rear-View Mirror with Soft Frame & Twin-Ball-Joint Mount.
12" Day/Nite Mirror replaces 9-1/2" as standard on SST (in Opt. Visibility or Convenience Groups for Hornet base). Standard Hornet base mirror is 9-1/2" less day/nite feature.
Hornet left side rear view mirror (remote-control mirror in Opt. Visibility & Convenience Groups). Hornet remote control mirror is chrome.
Safety Type Sun Visor Vanity Mirror in Opt. Visibility & Convenience Groups
Manual Windshield Washers (with new actuating feature as part of wiper control knob...replaces foot pump). Elec. Wipers with Elec. Washers, Opt. (also in Opt. Vis. Group). New Windshield Washer Solvent for Improved Cleaning Action.
Variable-Speed Windshield Wipers (vacuum-powered) with Anti-Glare Finish. Electric Wipers with Electric Washers, Opt. (also in Opt. Visibility Group)
Windshield Defrosters (part of standard Weather-Eye Heating)
Low-Fuel-Warning Light in Optional Light Group

1970 Hornet

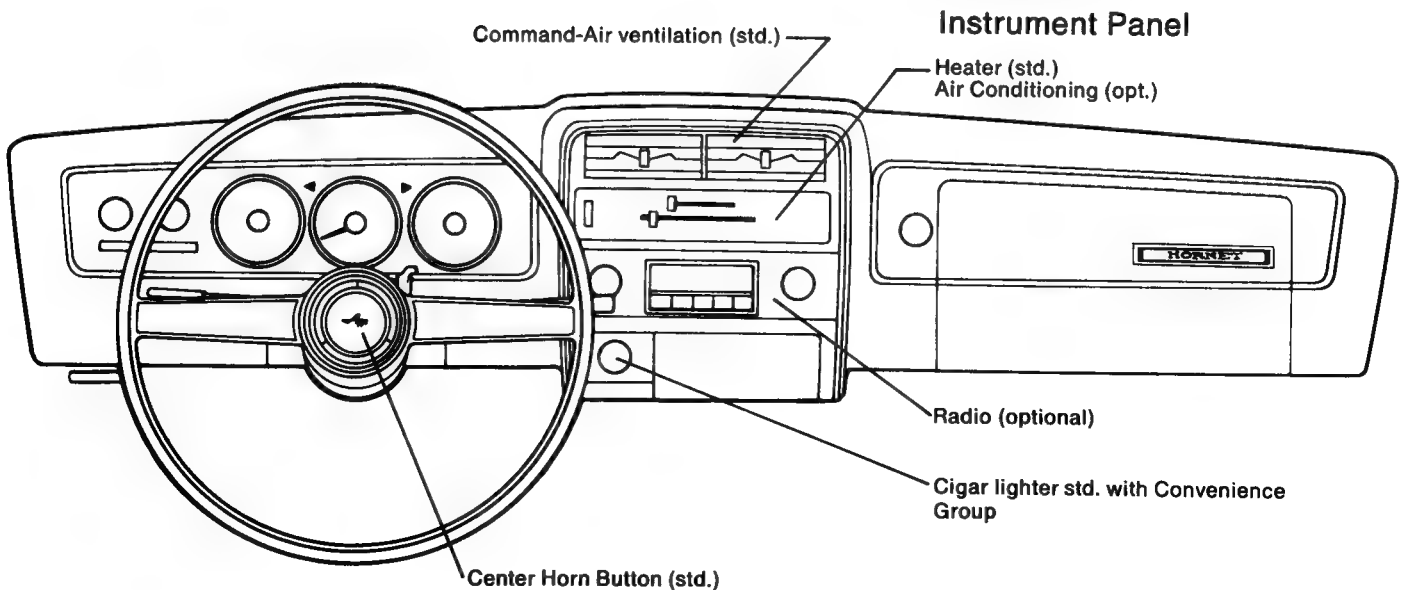
Series Features

Hornet (Basic) Features

Exterior:



Interior:



1970 Hornet

Series Features

Hornet (basic) feature

Exterior

Hornet nameplate & emblem on front fenders and on rear deck
Bright windshield reveal molding
Bright rear window reveal molding
Bright hub caps
10 exterior paint colors

Interior

199 cubic inch 128 H.P. six cylinder engine, standard
Standard steering wheel with center horn button
Front armrests
Foam cushion front seats
Coat hooks
Choice of four vinyl seat trims, standard
Colored rubber floor mats
Dome light without door switches
Satin chrome instrument panel overlay

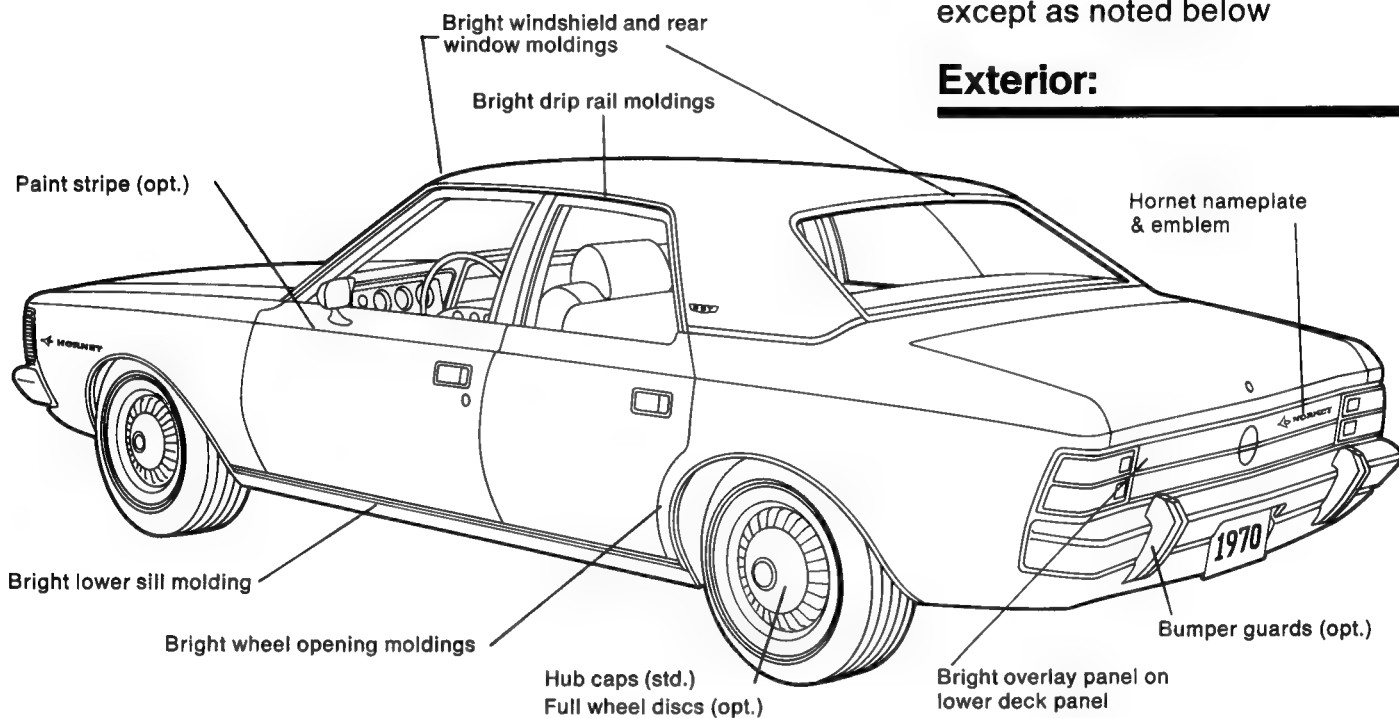
1970 Hornet

Series Features

Hornet SST:

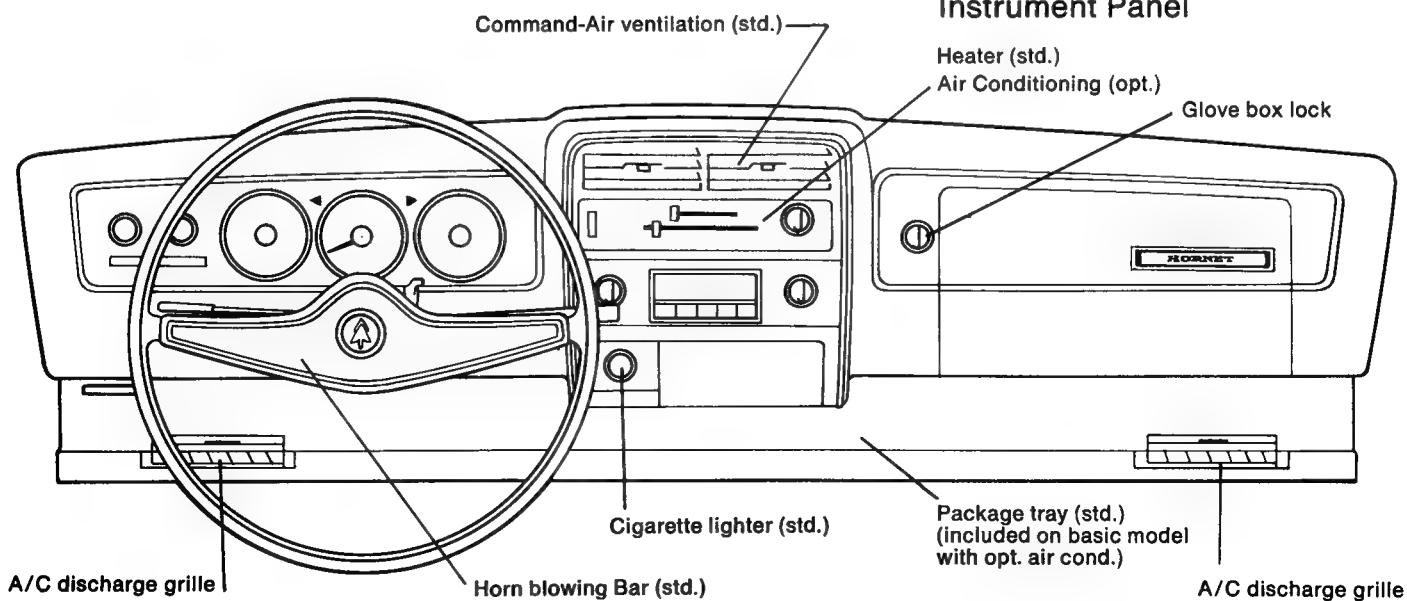
Same as Hornet basic
except as noted below

Exterior:



Interior:

Instrument Panel



1970 Hornet

Series Features

Series Features Hornet SST

Exterior

SST emblem on "C" pillar
Bright trim strip on lower sill panel
Bright wheel opening moldings
Bright drip-rail moldings
Bright overlay panel between taillamp on lower deck panel

Interior

232 Cubic inch 145 H.P. six cylinder engine, standard
Custom steering wheel
Cigarette lighter
100% nylon cut pile carpet
Glove box lock
Armrests front and rear
Instrument panel parcel shelf
Door trim panel moldings
Dome light front door switches
Choice of four fabric seat trims, standard

1970 Hornet

Engine, Mechanical, & Related Changes

NEW Type of Energy-Absorbing Safety Steering Column

- a. Present "bellows" type jacket design replaced with new ball-bearing "sleeve" type for controlled-collapsing action in the event of an accident.
- b. Impact protection same as previous type but considered to be a more advanced mechanical method of accomplishing the same purpose.

NEW "Variable Ratio" Power Steering Option (Replaces '69 "fixed-ratio" type)

- a. Permits faster steering response in turns.
- b. Easier parking.
- c. Requires fewer wheel turns without increasing steering effort.
- d. No change in straight-ahead road feel.
- e. Manual steering (fixed-ratio) continues standard for all Hornets.

NEW "Rim-Blow" feature for Sport Steering Wheel (Opt. on SST)

- a. New wheel combines current wood-grain sports look with new "rim-blow" feature. Horn blows by squeezing the steering-wheel rim any place (contact on inner surface of rim).
- b. More convenient and reduces drivers reaction time.
- c. All other steering wheels are improved in appearance. New 2-spoke design replaces 3-spokes. One horn standard for all Hornets.

NEW Plug-In Socket in Main Wiring Harness

- a. Junction connection for main wiring harness passing thru firewall.
- b. Uniform quality with less chance of damage to wires.
- c. Easier to service and more reliable.

NEW Anti-Scuff Vinyl-Insert Side Molding Option

- a. Mid-height location between front & rear wheel openings.
- b. Protects side of body in close-quarter parking.
- c. Serves as a dress-up item.

1970 Hornet

Engine, Mechanical, & Related Changes

1970 ENGINE SIZES AND IMPROVEMENTS

All V-8 engines have higher horsepower and torque ratings as a result of larger displacement and/or detailed refinements for improved all-round performance and responsiveness. The scope of V-8 engine changes are as follows:

- 304 CID-2B/210 HP replaces 290 CID-2B/200 HP (no 4-Barrel version).
- 14 cubic-inch displacement increase accomplished with longer-stroke cast crankshaft (same as 360). Bore/Stroke = 3.75" x 3.44".
 - New exhaust-port size and shape for cylinder heads.
 - New valve springs assure positive sealing action.

All 6-cylinder engines have the same horsepower and torque ratings, but with improved carburetors. The 232-1B. engine uses a new Carter YF carburetor (replacing Carter RBS and Holley 1931). The new YF model is of better quality for more uniform or consistent performance. The 232-2B. engine continues with the Carter WCD 2-barrel carburetor.

All V-8's and 6's (except for Hornet 232 with automatic transmission) have a new "dual-diaphragm" distributor. This more expensive ignition feature improves initial acceleration ("livelier" feel), and permits a retarded spark at idle to further aid exhaust emission.

NEW "TWIN-BALL-JOINT" Front Suspension

- Two ball-joints assure smoother, less-friction action (was one).
- Geometric "anti-dive" is built in to reduce "nose-down" tendency under braking conditions.
- More stability in turns (race-track proven).
- Smoother ride with new location of spring and shock (permits "lower-rate" springs).
- Quieter ride with rubber bumper relocated from upper to lower control arm to isolate noise in full jounce condition.
- Reduced turning effort with manual steering.
- Knuckle-pin inclination angle increased for faster wheel return.
- Longer service life predicted.
- Easy to adjust (& stays adjusted).

NEW "ANTI-THEFT" Lockable Steering Column

- One key lock ignition, steering wheel & transmission lever.
- If ignition key is left in "off or lock" positions when parking, and door is opened, a buzzer warns driver to remove key (mounted on right side of steering column just under the wheel).
- Transmission must be put in proper position for locking before key can be turned to "lock" position, and removed (as a further safeguard) Shift-Command transmission (column-or console shift) is locked as shift lever is put in "park". For manual transmissions (column or floor shift), lock action occurs with lever put in reverse.
- With key removed, steering wheel is locked in any position.
- Safer for children in an unattended car.

1970 Hornet

Engine, Mechanical, & Related Changes

NEW Low-Fuel-Warning Light

- a. Included in "Light Group" option
- b. Red light in fuel gauge warns driver (and stays on) when supply drops to about 2 gallons (minimum).

NEW Manual Control for Windshield Washer

Manual washers continue standard but with new actuating feature as part of wiper control knob (replaces foot pump). Electric washers and electric wipers continue in optional "Visibility Group".

Improved Brakes & Additional Brake Option Availability:

- a. Improved drum brakes for Hornet-6 with reinforced anchor pins, heavier web-sectioned shoes and an added shoe-guide plate for greater durability and longer service life.
- b. Brake diameter and drum types:

Hornet-6	9" diameter, plain drums (std.)
Hornet V-8	10" diameter, flared drums

Power Brakes are an extra-cost option on all Hornets. Power Disc Brakes (front) are available as an extra-cost option on Hornet V-8's. This option features 10" flared-drum rear brakes with a proportioning valve in the hydraulic circuit.

1970 Hornet

Engine, Transmission & Rear Axle Availability

Engine	Transmission	Rear Axle	
		Std.	Opt.*
128 HP Torque-Command '6' 199 CID - 1 Bbl.	+3-Speed Manual (std.)	3.08:1	3.31:1
Standard on Basic	Shift-Command Automatic; Column (opt.)	3.08:1	3.31:1
145 HP Torque-Command '6' 232 CID - 1 Bbl.	+3-Speed Manual (std.)	3.08:1	3.31:1
Standard on SST Optional on Basic	Shift-Command Automatic; Column (opt.)	2.37:1	2.73:1
155 HP Torque-Command '6' 232 CID - 2 Bbl.			
Optional	Shift-Command Automatic; Column (opt.)	3.08:1	3.31:1
210 HP Typhoon V-8 304 CID - 2 Bbl.	Shift-Command Automatic; Column (opt.)	2.87:1	3.15:1
Optional SST only			

+ 3-Speed Manual Transmission has 2/3 Synchronized Gearing

* Available at extra cost

1970 Hornet

Standard Features

Body:

"Advanced Unit Construction" combining body & frame into one structure.
Outer fenders are bolted on.
"Deep-Dip" Rustproofing.
Entire lower body (except roof) dipped in rustproofing solution.
"Lustre-Gard" Acrylic Enamel. Triple coats, baked-on final finish.
"Cushioned-Acoustical" Molded Fiberglass Ceilings.
Body Sound Insulation on Floor.
Foam-Cushion Front-Seat Pads.
"Weather-Eye" Heating and Ventilating System.
"Command-Air" High-Level Ventilation.
Ventless Side Windows.
Curved Side Windows.
Ball-Bearing Ash Trays for Instrument Panel.
Flush-Contoured Outside Door Handles.
Deep-Sectioned, Wrap-Around Bumpers, front & rear.
Side-of-Car, Scissors-Action Tire Jack.

Mechanical:

2/3 Synchromesh, 3-Speed Manual Transmission.
New "Twin-Ball-Joint" Front Suspension Design.
Step-On Parking Brake.
Suspended Operating Pedals.
Self-Adjusting Brakes.
Automatic Choke with Thermostatically-Controlled V-8 Carb. Air Cleaner.
Anti-Smog Exhaust Emission System.

Electrical:

Electronic Alternator and Transistorized Voltage Regulator.
"Clear-Power" Battery with Translucent Side Case.
"Guard-Glo" Headlights.
Central Fuse Panel.
New Plug-In Socket for Main Wiring Harness.
Space-Age Printed Circuit for Instrument Panel.

1970 Hornet

Tire Availability

TIRE SIZES

ENGINES

	<u>SIX</u>	<u>V-8</u>
6.45 x 14, Polyester, Black	S	N
B78 x 14, Fiberglass-Belted, Black	E	N
B78 x 14, Fiberglass-Belted, White	E	N
C78 x 14, Fiberglass-Belted, Black	E	S
C78 x 14, Fiberglass-Belted, White	E	E
D78 x 14, Fiberglass-Belted, Black	N	E
D78 x 14, Fiberglass-Belted, White	N	E
D-70-14, Fiberglass-Belted, Red Line	N	E

S=STANDARD

E=EXTRA COST

N=NOT AVAILABLE

1970 Hornet

Factory Installed Options

	Hornet (Basic)	Hornet SST
PAINT/VINYL ROOF: (See Trim Charts)		
Color - Two-Tone (Std. appl. of A.M. Colors)	NA	E
Additional Charge for deviation from standard Hornet Color Availability	E	E
Vinyl-Covered Roof - Black	NA	E
- White	NA	E
- Blue	NA	E
TRIM/SEATS: (See Trim Charts)		
Bench Cushion - Fabric	E	STD
- Vinyl	STD	E
Individual Cushion - Fabric	NA	E
- Vinyl	NA	E
ENGINES:		
128 H.P. -199 CID, Six, 1-Barrel	STD	NA
145 H.P. -232 CID, Six, 1-Barrel	E	STD
155 H.P. -232 CID, Six, 2-Barrel	E	E
210 H.P. -304 CID, V-8, 2-Barrel	NA	E
PERFORMANCE:		
Twin-Grip Differential	E	E
TRANSMISSIONS:		
3-Speed Manual, Column Shift -6 (128 & 145 HP)	STD	STD
Shift-Command, Column Shift	E	E
POWER:		
Power Steering (Recommended w/Air Conditioning)	E	E
Power Brakes	E	E
Power Disc Brakes	E	E
AUDIO:		
AM Push-Button Radio	E	E

E - Extra Cost STD - Standard
NA - Not Available D - Delete Option

1970 Hornet

Factory Installed Options

	Hornet (Basic)	Hornet SST
CONVENIENCE:		
All-Season Air Conditioning-H.D.		
Engine Cooling System, 50-Amp. Battery & 55-Amp. Alternator and package tray (Package tray Std. on SST)	E	E
Air Conditioning Package -A/C System, Tinted Glass, Power Steering & Insulation Group (Undercoating & Hood Insulation)	E	E
Tinted Glass-All Windows (Recommended w/ A/C)	E	E
-Windshield	E	E
(A)Visibility Group - Includes Convenience Group, Electric Windshield Wipers & Electric Washers	E	E
(A)Electric Windshield Wipers & Elec. Washers Convenience Group - Remote-Control Left Outside Mirror, Visor Vanity Mirror, 12" Day/Nite Inside Mirror (Std. on SST), Clock (SST models only), Cigarette Lighter (Std. on SST), Glove Box Lock (Std. on SST), and Rear Ash Trays	E	E
Light Group - Trunk Light, Two Courtesy Lights, Glove Box Light, Parking Brake Warning Light, Lights-On-Warning Buzzer, Low-Fuel Warning Light, & Front Door Switches on Basic Models	E	E
Electric Clock	E	NA
PROTECTION ITEMS:		
Bumper Guards - Front & Rear	E	E
Insulation Group - Undercoating & Hood Insulation (Std. w/Air Conditioning Pkg.)	E	E
Scuff Molding -Side, Vinyl Insert	E	E
APPEARANCE:		
Custom Steering Wheel	E	STD
Sports Steering Wheel-w/Horn-Rim Blow Wheel Discs (4)	NA	E
Exterior Paint Stripes (See Trim Charts)	E	E
Decor Group - Includes Paint Stripe, Wheel Discs & Fiberglass-Belted Black Tires B78x14 (C78x14 on V-8)	E	E
(A)Electric Windshield Wipers and Electric Washers or Visibility Group must be ordered with V-8 Engine.		

1970 Hornet

Factory Installed Options

	Hornet (Basic)	Hornet SST
HEAVY DUTY:		
Heavy-Duty Engine Cooling System-H.D. Radiator, Power-Flex Fan & Fan Shroud (Std. w/Air Cond.)	E	E
Heavy-Duty 70-Amp. Battery	E	E
Cold Start Package - 70-Amp. Battery & 55-Amp. Alternator (For Cars Less A/C)	E	E
Handling Package (6-Cylinder)-Front Sway Bar, H.D. Springs & Shock Absorbers	E	E
Handling Package (V-8) H.D. Springs & Shock Absorbers	NA	E
Engine Block Heater	E	E
MISCELLANEOUS:		
Fuel Tank Vapor Emission Control System (Required by State of California)	E	E

1970 HORNET (Base Line) SEAT, TRIM & COLOR AVAILABILITY		Trim		Standard "Venice" Vinyl				Optional "St. Marco" Fabric			
		Trim Colors		White	Blue	Green	Red	Black/ White	Blue	Green	Red
Models	Seat Types Available	"T" Codes		021	023	024	025	021	023	024	025
4-Door Sedan	Bench Cushion, Non-Reclining Full Back (Standard)			B	B	B	B	A	A	A	A
2-Door Sedan	Bench Cushion, Non-Reclining Split Back (Standard)			B	B	B	B	A	A	A	A
Exterior Colors 10 Standard Colors		Body Color	Wheel Color (Black w/ Discs)	Opt. Paint Stripes							
				Black	White						
Classic Black		1	1	●	●	●	●	●	●	●	●
Frost White		72	1	●	●	●	●	●	●	●	●
Matador Red		39	39	●	●	●	●	●	●	●	●
Hialeah Yellow		58	1	●	●	●	●	●	●	●	●
Bittersweet Orange, Metallic		79	79	●	●	●	●	●	●	●	●
Bayshore Blue, Metallic (Medium)		82	84	●	●	●	●	●	●	●	●
Sea Foam Aqua, Metallic		85	85	●	●	●	●	●	●	●	●
Mosport Green, Metallic (Medium)		86	87	●	●	●	●	●	●	●	●
Tijuana Tan, Metallic		91	94	●	●	●	●	●	●	●	●
Sonic Silver, Metallic		95	1	●	●	●	●	●	●	●	●

1970 HORNET SST SEAT, TRIM & COLOR AVAILABILITY		Trim		Standard "Cornish" Fabric				Optional "Rattan" Vinyl				Optional "Carnaby Plaid" Custom Fabric			
		Trim Colors		Black	Blue	Green	Red	Black	Blue	Green		Blue	Green		
Models	Seat Types Available	"T" Codes		041	043	044	045	041	043	044		043	044		
4-Door Sedan	Bench Cushion, Non-Reclining Full Back (Standard)			A	A	A	A	B	B	B					
	Individual Cushions, Individual Reclining Backs (Optional)			C	C	C	C	D	D	D		V	V		
2-Door Sedan	Bench Cushion, Non-Reclining Split Back (Standard)			A	A	A	A	B	B	B					
	Individual Cushions, Individual Reclining Backs (Optional)			C	C	C	C	D	D	D		V	V		
Exterior Colors 10 Standard Colors		Body Color	Wheel Color (Black w/Discs)	Std. Paint Stripes											
				Black	White										
Classic Black		1	1	●	●	●	●	●	●	●	●	●	●	●	●
Frost White		72	1	●	●	●	●	●	●	●	●	●	●	●	●
Matador Red		39	39	●	●	●	●	●	●	●	●	●	●	●	●
Hialeah Yellow		58	1	●	●	●	●	●	●	●	●	●	●	●	●
Bittersweet Orange, Metallic		79	79	●	●	●	●	●	●	●	●	●	●	●	●
Bayshore Blue, Metallic (Medium)		82	84	●	●	●	●	●	●	●	●	●	●	●	●
Sea Foam Aqua, Metallic		85	85	●	●	●	●	●	●	●	●	●	●	●	●
Mosport Green, Metallic (Medium)		86	87	●	●	●	●	●	●	●	●	●	●	●	●
Tijuana Tan, Metallic		91	94	●	●	●	●	●	●	●	●	●	●	●	●
Sonic Silver, Metallic		95	1	●	●	●	●	●	●	●	●	●	●	●	●
18 Two-Tones (Optional)															
Classic Black/Frost White		1-72	1	●	●	●	●	●	●	●	●	●	●	●	●
Frost White/Classic Black		72-1	1	●	●	●	●	●	●	●	●	●	●	●	●
Matador Red/Classic Black		39-1	39	●	●	●	●	●	●	●	●	●	●	●	●
Matador Red/Frost White		39-72	39	●	●	●	●	●	●	●	●	●	●	●	●
Hialeah Yellow/Classic Black		58-1	1	●	●	●	●	●	●	●	●	●	●	●	●
Hialeah Yellow/Frost White		58-72	1	●	●	●	●	●	●	●	●	●	●	●	●
Bittersweet Orange, Metallic/Classic Black		79-1	79	●	●	●	●	●	●	●	●	●	●	●	●
Bittersweet Orange, Metallic/Frost White		79-72	79	●	●	●	●	●	●	●	●	●	●	●	●
Bayshore Blue, Metallic/Classic Black		82-1	84	●	●	●	●	●	●	●	●	●	●	●	●
Bayshore Blue, Metallic/Frost White		82-72	84	●	●	●	●	●	●	●	●	●	●	●	●
Sea Foam Aqua, Metallic/Classic Black		85-1	85	●	●	●	●	●	●	●	●	●	●	●	●
Sea Foam Aqua, Metallic/Frost White		85-72	85	●	●	●	●	●	●	●	●	●	●	●	●
Mosport Green, Metallic/Classic Black		86-1	87	●	●	●	●	●	●	●	●	●	●	●	●
Mosport Green, Metallic/Frost White		86-72	87	●	●	●	●	●	●	●	●	●	●	●	●
Tijuana Tan, Metallic/Classic Black		91-1	94	●	●	●	●	●	●	●	●	●	●	●	●
Tijuana Tan, Metallic/Frost White		91-72	94	●	●	●	●	●	●	●	●	●	●	●	●
Sonic Silver, Metallic/Classic Black		95-1	1	●	●	●	●	●	●	●	●	●	●	●	●
Sonic Silver, Metallic/Frost White				●	●	●	●	●	●	●	●	●	●	●	●

▲ Blue vinyl roof is optional only with exterior colors marked ▲.
Black or White vinyl roof is optional with all exterior colors.

R E B E L

1970 Rebel

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1970 Rebel

Product Highlights

American Motors' intermediate Rebel sedans and hardtops are increased two inches in overall length for 1970 (199 inches vs. 197 last year). Station wagons remain at 198 inches.

New styling features include redesigned roof panels and rear fenders on sedans and hardtops, new rear door outer panels on sedans, massive full width rear bumpers, and a new grille with horizontal outboard headlamps.

Six models are again offered in the Rebel line and are available in two series:

Rebel

4-Door Sedan	7015-0
2-Door Hardtop	7019-0
4-Door Station Wagon	7018-0

Rebel SST

4-Door Sedan	7015-7
2-Door Hardtop	7019-7
4-Door Station Wagon	7018-7

Sedans and hardtops have new taillights with a two segmented horizontal lens, with back-up lights incorporated in the center of the lens. New vertically-stacked three segment taillights are used on station wagons, with the lower segment as the back-up light.

A new roof panel on Rebel wagons supports the roof top luggage rack and skid strips, standard equipment on SST Rebel station wagons.

Seven engines and four transmissions are offered on the 1970 Rebel series.

The standard engine is a one-barrel 232 cubic inch Six, rated at 145 horsepower. A 232 CID Six with two-barrels, developing 155 horsepower, is optional.

V-8 engine options include the 210 horsepower, 304 cubic inch two-barrel; 360 cubic inch two-barrel, 245 horsepower; the four-barrel 360 cubic inch, rated at 290 horsepower.

1970 Rebel

Product Highlights

A new Rebel model called "The Machine" will be introduced at 1970 announcement time. This model will be American Motors entry into the "muscle car" market. "The Machine" is an option package for the base-line hardtop and offers at no extra cost, a full array of performance equipment including a special 340 HP version of the 390 CID engine, ram air, hood-scoop-mounted tachometer, bucket seats, disc brakes, big tires, and styled wheels, plus other standard items. The first 1,000 "Machines" produced will be identical. They will be painted white and blue and have red, white and blue reflective tape stripes. See page 25 for complete information.

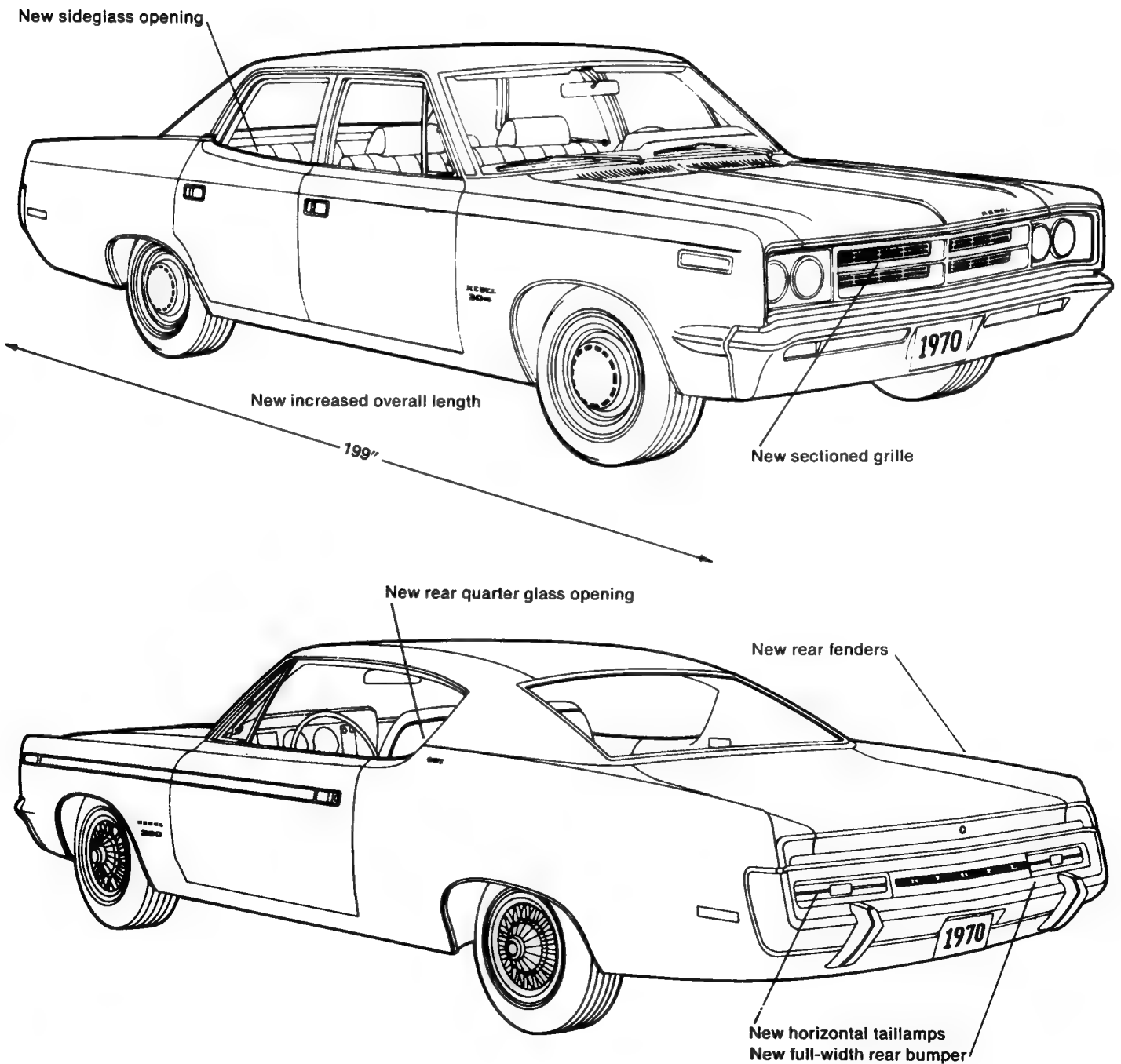
For the first time, Rebel SST models will be available with the 390 cubic inch four-barrel V-8, developing 325 horsepower.

The standard transmission is an all synchromesh three-speed manual. Optional automatic transmissions include the Shift-Command column - mounted and the Shift-Command console shift.

A detailed description of the new Rebel for 1970 follows:

1970 Rebel

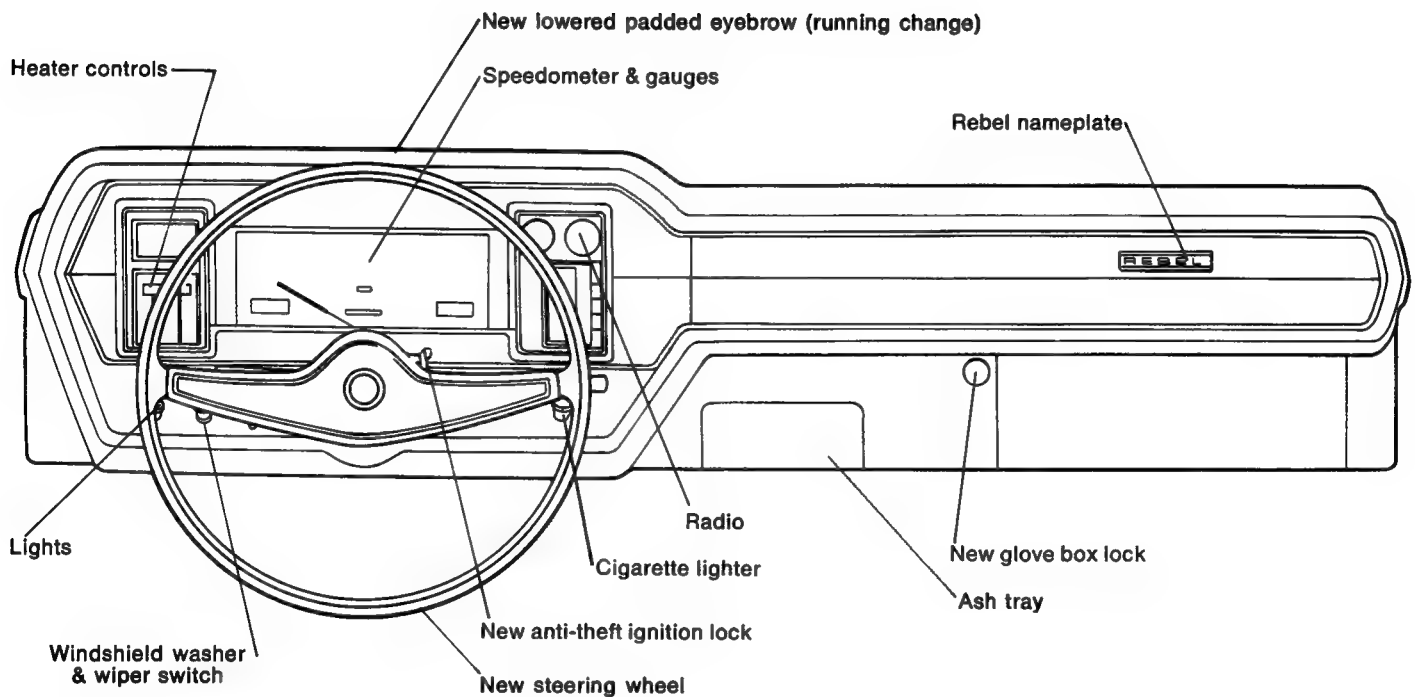
Exterior Styling Features



Note: Exterior ornamentation is covered under series differentials

1970 Rebel

Interior Styling Features



- New - trim touches for instrument panel (as a running change in 1970, the eyebrow over the instrumentation will be lowered). The SST panel is used on base-line Rebels with air conditioning.
- New - in-panel key location for glove box lock.
- New - actuating feature for manual type windshield washers (no longer foot operated).
- New - upholstery materials, colors and design applications throughout the interior.

1970 Rebel

Exterior Styling Features

- New - increased overall length in rear for sedans and hardtops (increased 2" to OAL 199", wagons remain 198").
- New - side daylight opening on sedans (rear door) and hardtops (rear pillar).
- New - roof panels for sedans and hardtops due to modified drip line and rear quarter.
- New - rear fenders on sedans and hardtops to maintain new daylight opening.
- New - grille of the single "venturi" perimeter, but quartered to produce a "star" effect. Horizontal headlamps outboard of venturi section.
- New - massive full-width rear bumper with center overlay panel (except wagons).
- New - taillights with a two segmented horizontal lens. Back-up light incorporated in center of lens. Overlay panel between taillights (except wagons).
- New - wheel discs (optional).
- New - hub caps standard.
- New - multi-piece side structure on sedans and hardtops (one-piece uniside only on wagons). No interchangeability between rear doors for sedans & station wagons since rear door for wagons remain unchanged.
- New - station wagon roof panel (to provide for new roof-top luggage rack on SST only).
- New - 6-foot roof-top luggage rack and skid strips as standard for SST (was 4½ feet).
Note: Roof rack will not be offered on base-line model.
- New - side moldings for SST, and paint stripe for base-line sedan and hardtop. Base-line wagon will not be offered with side paint stripe and drip-rail moldings.

1970 Rebel

Data Book Revisions

PRODUCT CHANGES AND REVISIONS
As Of October 4, 1969

EXTERIOR CHANGES

Tires

Rebel Base-Line Wagons - the 8.25x14 tires are now standard, in black only (G78x14 and H78x14 fiberglass-belted tires are optional). Rebel SST Wagons continue with G78x14 fiberglass-belted tires as standard (H78x14 optional).

Record this change on Section 2, Page 19.

INTERIOR CHANGES

Rebel "Machine"

"The Machine" decal has been added to the glove-box door. This is the same reflective decal used on the front fenders and trunk lid of the new Rebel "Machine" model which is now in production.

Record this change on Section 2, Page 25.

NEW OPTIONS

Base-Line and SST Models

ANTI-SCUFF BODY SIDE MOLDING (not available on wagons with 2-tone or wood grain or the Rebel "Machine")

- . Mid-height location protects finish in close-quarter parking
- . Serves as a dress-up item

Record this change on Section 2, Pages 16 and 22.

All Models

Two courtesy lights have been added to the optional "Light Group" to complete the list of items already released for the package.

Record this change on Section 2, Page 22.

MECHANICAL CHANGES

On all 1970 V-8's, the cylinder-head-bolt size changed from 7/16" to 1/2" for improved head gasket sealing action.

Record this change on Section 2, Page 13.

1970 Rebel

Dimensional Comparison 1970 vs. (1969)

	4-Door Sedan	Station Wagon	2-Door Hardtop
Wheelbase	114.0 (114.0)	114.0 (114.0)	114.0 (114.0)
Length	199.0 (197.0)	198.0 (198.0)	199.0 (197.0)
Width	77.2 (77.2)	77.2 (77.2)	77.2 (77.2)
Height	55.0 (55.0)	56.7 (56.1)	54.4 (54.3)
Front Overhang	31.9 (31.9)	31.9 (31.9)	31.9 (31.9)
Rear Overhang	53.1 (51.1)	52.1 (52.1)	53.1 (51.1)
Front Tread, Six-Cyl.	60.0 (59.8)	60.0 (59.8)	60.0 (59.8)
Front Tread, V-8	60.0 (60.0)	60.0 (60.0)	60.0 (60.0)
Rear Tread	60.0 (60.0)	60.0 (60.0)	60.0 (60.0)
Turning Circle, Feet	37.8 (37.5)	37.8 (37.5)	37.8 (37.5)
Head Room, Front	39.6 (39.8)	39.9 (39.8)	38.9 (38.7)
Head Room, Rear	37.5 (37.8)	38.7 (38.6)	36.6 (36.5)
Leg Room, Front	42.5 (42.6)	42.5 (42.6)	42.5 (42.6)
Leg Room, Rear	38.6 (38.6)	38.6 (38.6)	35.5 (35.5)
Hip Room, Front	60.3 (60.3)	60.3 (60.3)	60.3 (60.3)
Hip Room, Rear	60.4 (60.4)	60.4 (60.4)	59.5 (59.5)
Shoulder Room, Front	60.0 (60.0)	60.0 (60.0)	60.0 (60.0)
Shoulder Room, Rear	60.0 (60.0)	60.0 (60.0)	59.0 (59.0)
Usable Luggage Cap., Cu. Ft.	18.2 (18.0)	91.1*(91.1)	18.2 (18.0)

* Plus 8 cu. ft. of under floor storage space. (Total Space 99.1)

1970 Rebel

Safe-Command Safety Features

SEATING & SEAT BELTS:

Rebel Seat Belts for all Seating Positions:

- a. Standard 3 front, 3 rear (2 front with bucket seats)
- b. Two front Seat Belts retractable
- c. Two additional Seat Belts with optional 3-seat wagon

Two Front-Seat Shoulder Belts

Two Rear-Seat Shoulder Belt Attaching Provisions

Front-Seat Head Restraints (new built-in type for bucket seats)

High-Strength Seat Anchorages

Front Seat-Back Automatic Lock with Manual Release (2-Door Models).

New high-position manual release for all bucket seats

Rear Seat-Back Positive Lock with Manual Release (wagons)

Padded Front-Seat Backs (for rear-passenger safety)

CONTROLS & INSTRUMENTS:

New Anti-Theft Ignition, Steering & Transmission Lock (with warning buzzer)

Energy-Absorbing Steering Column (new, improved design for '70)

Deep-Dish Energy-Absorbing Steering Wheel (new, 2-spoke design for '70)

New Rim-Blow Steering Wheel (optional)

Safety-Styled & Padded Instrument Panel

Anti-Glare Finish for Instrument Panel, Steering Wheel, Inside Moldings, Etc.

Padded Sun Visors, Two

Safety-Shaped Instrument Panel Control Knobs

Low-Profile, Soft Window-Control Knobs

Padded Armrests

Uniform Shift-Quadrant for Automatic Transmission

Lock Provision for Wagon Tailgate Window

Break-Away Front Ash Tray with Ball-Bearing Slides

Variable-Intensity Green Night-Lighting for Instruments (shielded against reflection)

LOCKS & DOORS:

Pre-Set Impulse Door Locking System

High-Strength Door Locks & Hinges

Flush-Contoured Outside Door Handles

Paddle-Type Inside Door Handles Shielded by Armrests

New In-Instrument-Panel Glove-Box Lock/Latch Location

New Console Glove-Box Lock (was magnet)

Two-Key Locking System

Two-Position Stop for Front Doors

1970 Rebel

Safe-Command Safety Features

BODY CONSTRUCTION:

All-Steel "Advanced Unit Construction" with front-end designed to limit steering column rearward movement in accidents
High-Strength, Laminated Safety Windshield
Tempered Safety Glass for Side & Rear Windows
Molded Fiberglass Ceiling
Padded Instrument Panel & Sun Visors
Dual-Action Safety Hood Latch
Counterbalanced Hood & Trunk Lid

CHASSIS & RELATED ITEMS:

Double-Safety Brake System (dual chamber master cylinder)
Hydraulic Brake System Warning Light
Corrosion-Resistant Brake Lines & Fittings
Self-Adjusting Brake Linings
Step-On Parking Brake (warning light in opt. Light Group)
Mechanical Stop Light Switch
Safety Rim Wheels
Fiberglass-Belted Tires
Tread-Wear Indicators Molded into Tire Tread
"Guard-Glo" Headlights with readily-adjustable aiming
Front Park/Turn Lights Stay On with Headlights
High-Strength Fuel Tank Mounting
Non-Projecting Wheel Covers

GENERAL EQUIPMENT:

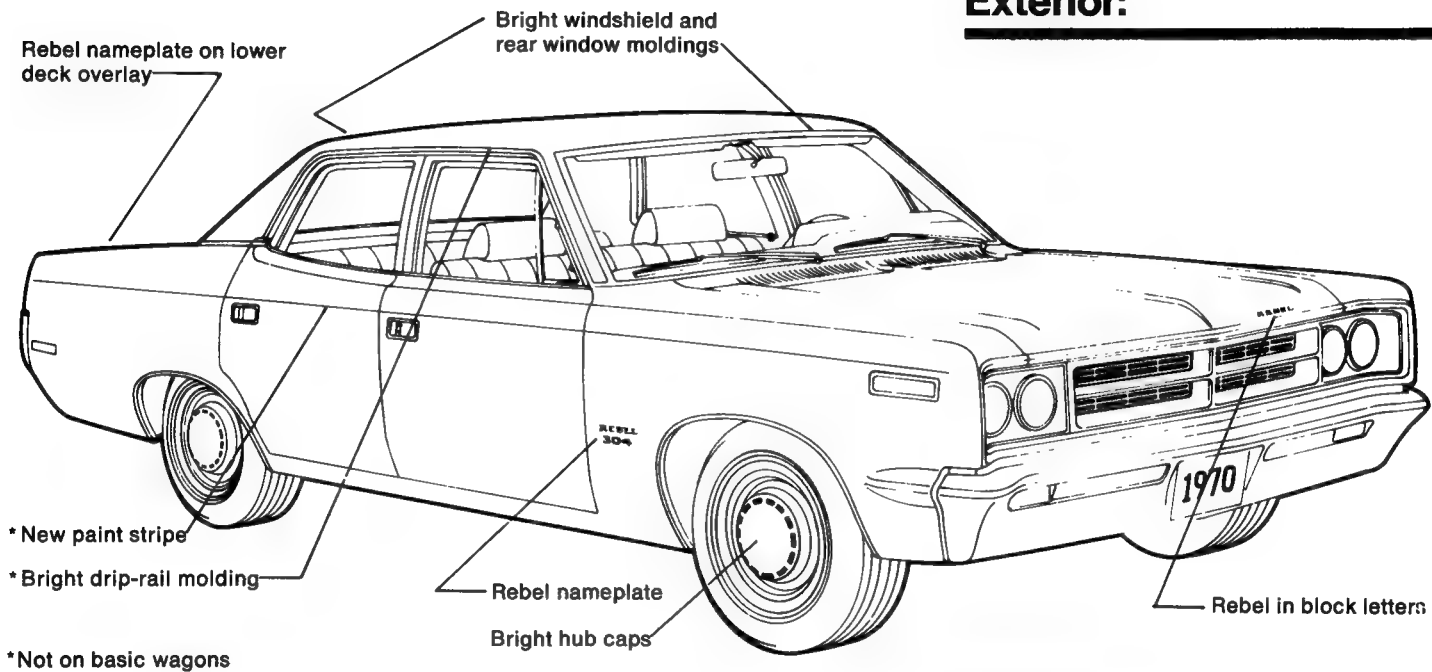
Manual Lane-Changer Feature for Self-Cancelling Turn Signals
4-Way Hazard Warning Flashers
Side-of-Car Safety Marker Lights, Front & Rear (wrap-around taillights for Wagons)
Automatic Back-Up Lights
Inside Rear-View Mirror with Soft Frame & Twin-Ball-Joint Mount
New 12" Day/Nite mirror replaces 9-1/2" as standard.
Left-Side Rear-View Mirror (Remote-Control Mirror in Opt. Visibility & Convenience Groups). New streamlined head encases rectangular mirror for both types. Standard mirror is chrome. Remote-control has chrome base with head painted matching body color.
Safety-Type Sun Visor Vanity Mirror in Optional Visibility & Convenience Groups
Manual Windshield Washers (with new actuating feature as part of wiper control knob..replaces foot pump). Elec. Wipers with Elec. Washers, Opt. (also in Opt. Vis. Group). New Windshield Washer Solvent for Improved Cleaning Action.
Variable-Speed Windshield Wipers (vacuum-powered) with Anti-Glare Finish.
Electric Wipers with Electric Washers, Optional (also in Opt. Vis. Group).
Windshield Defrosters (part of Standard Weather-Eye Heating).
Rear-Window Defogger Fan, Dealer-Installed Accessory (except Wagons)
New "Cruise-Command" Automatic Speed-Control Option, V-8 auto. trans.
New Low-Fuel-Warning Light in Optional Light Group

1970 Rebel

Series Features

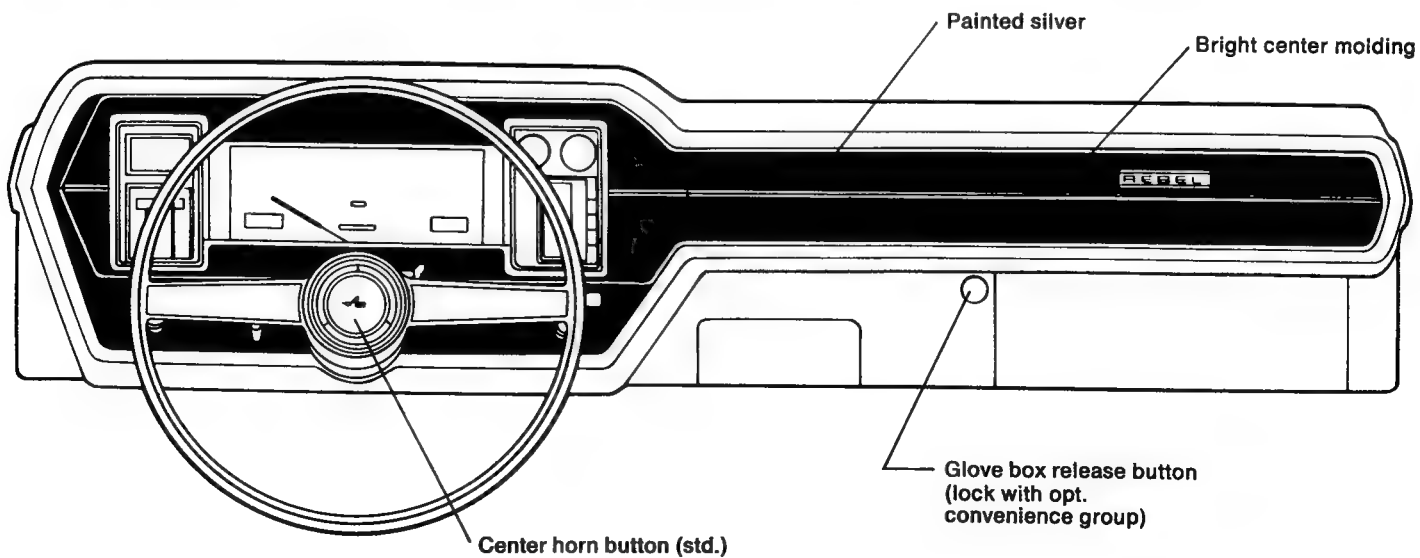
Rebel (Basic) Features

Exterior:



Interior:

Instrument Panel



1970 Rebel

Series Features

Rebel (Basic) Features

Rebel (basic) features

EXTERIOR

Rebel nameplate on fenders, lower deck and hood
Bright windshield reveal molding
Bright rear window reveal molding
Bright drip-rail molding (not available basic Wagon)
New body side paint stripe (not available basic Wagon)
Bright hub caps
14 exterior paint colors (was 11 in '69)

INTERIOR

232 cubic inch 145 H.P. six cylinder engine, standard
Standard steering wheel with center horn button
Front armrests
Rear armrests on 4-door models
Bright instrument panel and door trim moldings
Unique door trim panels with padded affect
Color keyed rubber floor mats
Foam cushion front and rear
Instrument panel ash receiver
Cigarette lighter

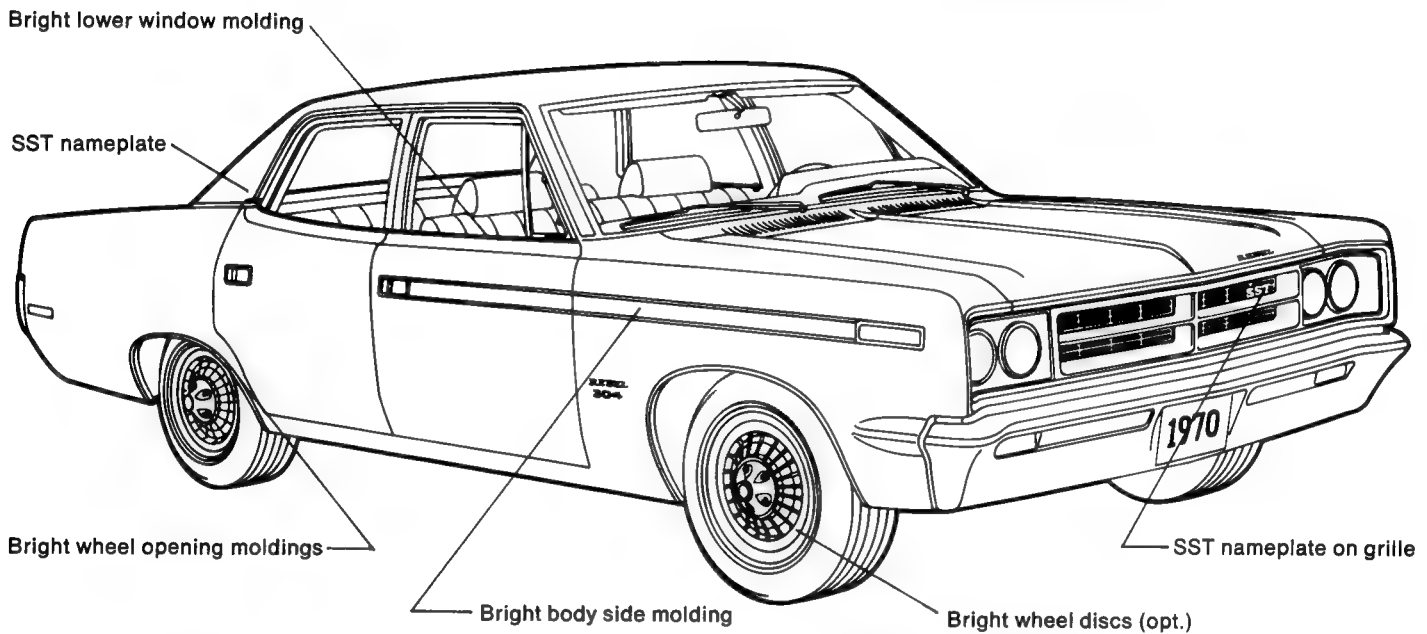
1970 Rebel

Series Features

Rebel SST:

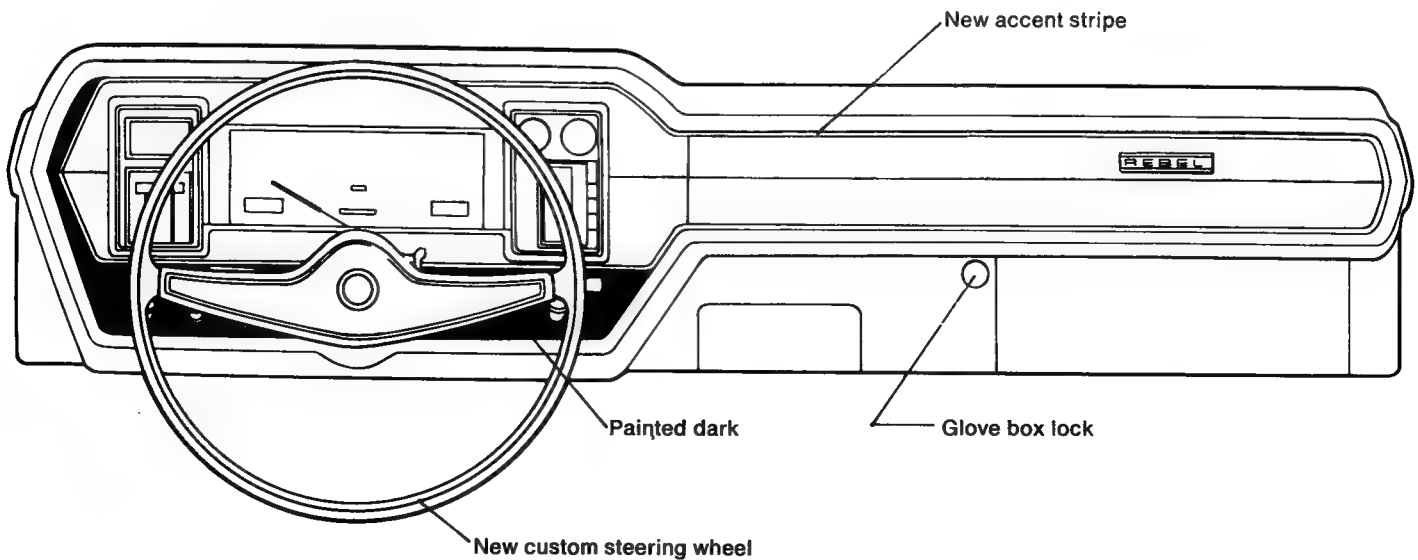
Same as Rebel basic
except as noted below

Exterior:



Interior:

Instrument Panel



1970 Rebel

Series Features

Rebel SST:

Same as Rebel basic
except as noted below

Series Features

Rebel SST

EXTERIOR

SST nameplate on rear quarter panel and grille
Bright lower window moldings
Bright body side moldings
Bright wheel opening moldings
New longer station wagon roof luggage rack

INTERIOR

Accent stripe around perimeter of instrument panel
Custom steering wheel
100% nylon cut pile carpet
Rear ash receivers
Glove box and front door light switches
Unique door trim panels with SST nameplate
Armrests with aluminum trim inserts
Rear armrests for two-door model
Unique seat trim patterns and cloth materials

1970 Rebel

Engine, Mechanical & Related Changes

1970 ENGINE SIZES AND IMPROVEMENTS

All V-8 engines have higher horsepower and torque ratings as a result of larger displacement and/or detailed refinements for improved all-round performance and responsiveness. The scope of V-8 engine changes are as follows:

- 304 CID-2B/210 HP replaces 290 CID-2B/200 HP (no 4-Barrel version).
 - a. 14 cubic-inch displacement increase accomplished with longer-stroke cast crankshaft (same as 360). Bore/Stroke = 3.75" x 3.44".
 - b. New exhaust-port size and shape for cylinder heads.
 - c. New valve springs assure positive sealing action.
- 360 CID-2 & 4B/245 & 290 HP replaces 343 CID-2 & 4B/235 & 280 HP.
 - a. 17 cubic-inch displacement increase accomplished with longer-stroke cast crankshaft (same as 304). Bore/Stroke = 4.08" x 3.44".
 - b. New exhaust-port size and shape for cylinder heads (same as 390).
 - c. 4-barrel 360 uses larger intake manifold (same as current 390).
 - d. 4-barrel 360 uses new, better quality, higher-flow 4-barrel carburetor.
 - e. New valve springs assure positive sealing action.
- 390 CID-4B/325 HP replaces 390 CID-4B/315 HP.
 - a. New exhaust-port size and shape for cylinder heads (same as 360).
 - b. New, better quality, higher-flow 4-barrel carburetor.
 - c. New, higher-performance camshaft standard for 390.
 - d. New, stronger design for 390 forged-steel connecting rods.
 - e. Forged-steel crankshaft continues. Same Bore/Stroke = 4.165" x 3.574".
 - f. New valve springs assure positive sealing action.

All 6-cylinder engines have the same horsepower and torque ratings, but with improved carburetors. The 232-1B engine uses a new Carter YF carburetor (replacing Carter RBS and Holley 1931). The new YF model is of better quality for more uniform or consistent performance. The 232-2B engine continues with the Carter WCD 2-barrel carburetor.

All 304 and 360 V-8's and 6's have a new "dual-diaphragm" distributor. This more expensive ignition feature improves initial acceleration ("livelier" feel), and permits a retarded spark at idle to further aid exhaust emission.

NEW "TWIN-BALL-JOINT" Front Suspension

- a. Two ball-joints assure smoother, less-friction action (was one).
- b. Geometric "anti-dive" is built in to reduce "nose-down" tendency under braking conditions.
- c. More stability in turns (race-track proven).
- d. Smoother ride with new location of spring and shock (permits "lower-rate" springs).
- e. Quieter ride with rubber bumper relocated from upper to lower control arm to isolate noise in full jounce condition.

1970 Rebel

Engine, Mechanical & Related Changes

NEW "TWIN-BALL-JOINT" Front Suspension cont.

- f. Reduced turning effort with manual steering.
- g. Knuckle-pin inclination angle increased for faster wheel return.
- h. Longer service life predicted.
- i. Easy to adjust (& stays adjusted).

NEW "ANTI-THEFT" Lockable Steering Column

- a. One key lock ignition, steering wheel & transmission lever.
- b. If ignition key is left in "off or lock" positions when parking, and door is opened, a buzzer warns driver to remove key (mounted on right side of steering column, just under the wheel).
- c. Transmission must be put in proper position for locking before key can be turned to "lock" position, and removed (as a further safeguard). Shift-Command transmission (column-or console shift) is locked as shift lever is put in "park". For manual transmissions (column or floor shift), lock action occurs with lever put in reverse.
- d. With key removed, steering wheel is locked in any position.
- e. Safer for children in an unattended car.

NEW Type of Energy-Absorbing Safety Steering Column

- a. Present "bellows" type jacket design replaced with new ball-bearing "sleeve" type for controlled-collapsing action in the event of an accident.
- b. Impact protection same as previous type but considered to be a more advanced mechanical method of accomplishing the same purpose.

NEW "Variable-Ratio" Power Steering Option (Replaces '69 "fixed-ratio" type)

- a. Permits faster steering response in turns.
- b. Easier parking.
- c. Requires fewer wheel turns without increasing steering effort.
- d. No change in straight-ahead road feel.
- e. Manual Steering (fixed-ratio) continues standard for all Rebels.

NEW "Rim-Blow" feature for Sport Steering Wheel (Optional on SST):

- a. New wheel combines current wood-grain sports look with new "rim-blow" feature. Horn blows by squeezing the steering-wheel rim any place (contact on inner surface of rim).
- b. More convenient and reduces drivers reaction time.
- c. All other steering wheels are improved in appearance. New 2-spoke design replaces 3-spokes. Dual horns, standard, except one for Rebel base models.

1970 Rebel

Engine, Mechanical & Related Changes

NEW Plug-In Socket in Main Wiring Harness (running change)

- a. Junction connection for main wiring harness passing thru firewall.
- b. Uniform quality, with less chance of damage to wires.
- c. Easier to service and more reliable.

NEW Standard Front Sway Bar for Rebel-6 Sedans & Hardtops:

- a. New standard item for Rebel-6 Sedans & Hardtops.
- b. Continues standard for Rebel-6 Wagons.

NEW Rear Sway Bar Added to Optional Handling Package

- a. Improved stability, especially with "loaded" rear ends.
- b. Standard on Rebel "Machine".

NEW Low-Fuel-Warning Light:

- a. Included in "Light Group" option
- b. Red light in fuel gauge warns driver (and stays on) when supply drops to about 2 gallons (minimum).

NEW Control System for "Cruise-Command" Option:

- a. Automatic speed-control button relocated on the end of the turn-signal lever for greater convenience (was on panel).
- b. Continues optional on Rebels and Ambassadors with V-8 and "Shift-Command" automatic transmission (column or console).
- c. New system has added safe-guard on-off control (also on turn-signal lever) built-in-fail-safe feature.

NEW Manual Control for Windshield Washer

Manual Washers continue standard but with new actuating feature as part of wiper control knob (replaces foot pump). Electric washers and electric wipers continue in optional "Visibility Group".

Improved Brakes All Rebel Models:

- a. Larger diameter drum brake (10" was 9") for Rebel-6 Sedan & Hardtop for greater stopping ability and longer service life.
- b. Brake diameter and drum types:

Rebel-6 & 304 V-8 Sedan & Hardtop

10" diameter, flared drums

Rebel 360 & 390 V-8 Sedan & Hardtop
& all Wagons with V-8

10" diameter, flared/cross-
ribbed drums

1970 Rebel

Engine, Mechanical & Related Changes

Improved Brakes All Rebel Models cont.

Power Brakes are an extra cost option on all Rebels.
Power Disc Brakes (Front) are an extra cost option on
Rebel-V-8s. This option features 10" flared-
drum rear brakes with a proportioning valve in the hydraulic
circuit.

1970 Rebel

Engine, Transmission & Rear Axle Availability

Engine	Transmission	Rear	Axle
		Std.	Opt.***
145 HP Torque-Command 232 CID Six Standard	+3-Speed Manual; Column (std) Shift-Command Automatic; Column (opt.)	3.15:1 3.15:1	3.54:1 -----
155 HP Torque-Command 232 CID Six Optional	Shift-Command Automatic; Column (opt.)	3.15:1	
210 HP Typhoon V-8 304 CID Standard	Shift-Command Automatic; Column (opt.) Shift-Command Automatic; Console (opt.)*	2.87:1 2.87:1	3.15:1 3.15:1
245 HP Typhoon V-8 360 CID Optional	Shift-Command Automatic; Column (opt.) Shift-Command Automatic; Console (opt.)*	2.87:1 2.87:1	3.15:1 3.15:1
290 HP Typhoon V-8 360 CID** Optional	Shift-Command Automatic; Column (opt.) Shift-Command Automatic; Console (opt.)*	2.87:1 2.87:1	3.15:1 3.54:1 3.15:1 3.54:1
325 HP AMX V-8 390 CID** Optional on SST only	Shift-Command Automatic; Column (opt.) Shift-Command Automatic; Console (opt.)*	2.87:1 2.87:1	3.15:1 3.54:1 3.15:1 3.54:1
340 HP "Machine" V-8 Standard for "Machine" only	4-Speed Manual; Floor Shift with Hurst Linkage (std.) Shift-Command Automatic; Console (opt.)	3.54:1 3.54:1	3.91:1# 3.15:1

+3-Speed Manual Transmission has fully Synchronized Gearing.

#On "The Machine" Twin-Grip Differential (recommended; mandatory option with 3.91 axle).

*Available only on SST hardtop with bucket seats and "The Machine".

**Dual exhaust available optionally on 290 HP, and standard on 325 and 340 HP Engines.

***Available at extra cost.

1970 Rebel

Retained Standard Features

BODY:

"Advanced Unit Construction" combining body & frame into one structure. Exclusive one-piece uniside for wagons only.
Outer front fenders are bolted on.
"Deep-Dip" Rustproofing
Entire lower body (except roof) dipped in rustproofing solution.
"Lustre-Gard" Acrylic Enamel. Triple coats, baked-on final finish.
"Cushioned-Acoustical" Molded Fiberglass Ceilings.
Body Sound Insulation on Floors (new, extra-thick floor pads for Rebel SST).
Coil-Spring Seats for Rebel (exclusive in class). Formed-Wire seat construction for optional Bucket Seats.
Foam-Cushion Front-Seat Pads.
New High-Back-Contoured Bucket Seats (non-reclining for '70) (optional on Rebel SST Hardtops).
"Dual-Swing" Tailgate for Wagons.
Hidden-Compartment Storage Space for Wagons.
"Weather-Eye" Heating & Ventilating System.
Curved Side Windows.
Extruded-Aluminum Door-Window Frames on Rebel Sedans & Wagons.
Ball-Bearing Ash Tray for Instrument Panel.
Flush-Contoured Outside Door Handles.
Deep-Sectioned, Wrap-Around Bumpers, front & rear (rubber-faced guards opt.)

Mechanical:

All-Synchromesh, 3-Speed Manual Transmission for Rebel-6.
New "Twin-Ball-Joint" Front Suspension Design.
4-Coil-Spring Suspension on Rebel with 4-Link, Trailing-Arm Rear Suspension.
Suspended Operating Pedals.
Step-On Parking Brake.
Self-Adjusting Brakes.
Automatic Choke with Thermostatically-Controlled V-8 Carb. Air Cleaner.
Anti-Smog Exhaust Emission System.

Electric:

Electronic Alternator & Transistorized Voltage Regulator.
"Clear-Power" Battery with Translucent Side case.
"Guard-Glo" Headlights.
Central Fuse Panel
New Plug-In Socket for Main Wiring Harness (running change).
Space-Age Printed Circuit for Instrument Panel.

1970 Rebel

Tire Availability

TIRE SIZES (ALL FIBERGLASS-BELTED)	REBEL SIX		REBEL V-8	
	Sedans & Hardtops	Station Wagons	Sedans & Hardtops	Station Wagons
E78 X 14, Black	STD	NA	STD	NA
E78 X 14, Whitewall	OPT	NA	OPT	NA
F78 X 14, Black	OPT	NA	OPT	NA
F78 X 14, Whitewall	OPT	NA	OPT	NA
G78 X 14, Black	NA	STD	NA	STD
G78 X 14, Whitewall	NA	OPT	NA	OPT
H78 X 14, Black	NA	OPT	NA	OPT
H78 X 14, Whitewall	NA	OPT	NA	OPT
E60 X 15, Black with raised white lettering	NA	NA	Std. on "The Machine" (only)	NA

1970 Rebel

Factory Installed Options

	Rebel Basic	Rebel SST
PAINT/VINYL ROOF/WOOD-GRAIN (see Trim Charts)		
Color -Two-Tone (Std. appl. of A.M. Colors)		
-Sedans and Hardtops	E	E
-Wagons (Painted Body side-Panels & Accent Molding)	E	E
Additional Charge for Deviation from Std. Rebel Color Availability	E	E
Vinyl-Covered Roof (Sedans & Hardtops)		
-Black	NA	E
-White	NA	E
-Blue	NA	E
Simulated Wood-Grain Side-Wagon (N/A w/Two-Tones)	NA	E
TRIM/SEAT: (See Trim Charts)		
Bench Cushion -Fabric (N/A Wagon)	STD	STD
-Vinyl (Std. w/Wagon)	E	E
Individual Cushion -Fabric	E	E
-Vinyl -Except Wagon	E	E
-Wagon	E	E
Bucket Seat -Fabric (Hardtop)	NA	E
-Vinyl (Hardtop)	NA	E
ENGINES:		
145 H.P. -232 CID, Six, 1-Barrel	STD	STD
155 H.P. -232 CID, Six, 2-Barrel	E	E
210 H.P. -304 CID, V-8, 2-Barrel	E	E
Additional Charge Over Base 210 H.P. -304 CID,	2-Barrel for:	
245 H.P. -360 CID, V-8, 2-Barrel	E	E
290 H.P. -360 CID, V-8, 4-Barrel	E	E
325 H.P. -390 CID, V-8, 4-Barrel	NA	E
340 H.P. -390 CID, V-8, 4-Barrel	"Machine"	NA
PERFORMANCE:		
Dual Exhaust System - For 360 CID, 4-Bbl. Engine (Std. on 390 CID)	E	E
Twin-Grip Differential	E	E

E - Extra Cost
NA - Not Available

STD - Standard
D- Delete Option

1970 Rebel

Factory Installed Options

	Rebel Basic	Rebel SST
TRANSMISSIONS:		
Shift-Command, Column Shift -6-Cylinder	E	E
-304 & 360 CID	E	E
-390 CID	NA	E
Shift-Command, Floor Shift & Console (Hardtops)		
-304, 360 & 390 CID	NA	E
3-Speed Manual, Column Shift (Full-Synchromesh)		
-6-Cylinder	STD	STD
4-Speed Manual, Floor Shift -390 CID	"Machine"	NA
POWER:		
Power Steering (Recommended w/Air Conditioning)	E	E
Power Brakes	E	E
Power Disc Brakes, Front (V-8) (Std. on "Machine")	E	E
Power Lift Window, Tailgate -Wagon (std. on 3-Seat Wagon)	E	E
AUDIO:		
AM Push-Button Radio	E	E
AM/FM Push-Button Radio	E	E
Rear Speaker -w/Radio only (Sedans & Hardtops)	E	E
CONVENIENCE:		
All-Season Air Conditioning System -H.D. Engine Cooling System, 50-Amp. Battery & 55-Amp. Alternator (60-Amp. Battery Std. w/360 & 390 V-8)	E	E
Command-Air Ventilation System	E	E
Air Conditioning Package -A/C System, Tinted Glass, Power Steering & Insulation Group (Undercoating & Hood Insulation)	E	E
Tinted Glass- All windows (Recommended w/A/C)	E	E
- Windshield	E	E
Third Seat, Wagon - Power Lift Rear Window & 2-Seat Belts	NA	E
Cruise-Command Automatic Speed Control System (Avail. w/V-8 & Automatic Transmission)	E	E
Adjust-O-Tilt Steering (Avail. w/Automatic Transmission, Column or Floor Mounted)	E	E
Visibility Group - Includes Convenience Group, Electric Windshield Wipers & Elec. Washers	E	E
Electric Windshield Wipers & Elec. Washers	E	E

1970 Rebel

Factory Installed Options

	Rebel Basic	Rebel SST
Convenience Group - Remote-Control Left Outside Mirror (Painted Body Color), Visor Vanity Mirror, Clock (Electric) & Glove Box Lock (std. on SST)	E	E
Light Group - Trunk or Cargo Light, Two Courtesy Lights, Glove Box Light, Ash Tray Light, Parking Brake Warning Light, Lights-On Warning Buzzer, Low-Fuel Warning Light, Front & Rear Door Switches on Basic Models & Rear Door Switches on SST Models	E	E
PROTECTION ITEMS:		
Bumper Guards - Front & Rear (Sedans & Hardtops)	E	E
- Front (Wagon)	E	E
Insulation Group -Undercoating & Hood Insulation	E	E
APPEARANCE:		
Custom Steering Wheel	E	STD
Sports Steering Wheel w/Horn-Rim Blow	NA	E
Wheel Discs (4)	E	E
Turbo-Cast Wheel Covers (4)	E	E
Wire Wheel Covers (4)	E	E
HEAVY DUTY:		
Heavy-Duty Engine Cooling System-H.D. Radia- tor, Power-Flex Fan & Fan Shroud (Std. w/Air Cond.)	E	E
Heavy-Duty 70-Amp. Battery	E	E
Cold Start Package -70-Amp. Battery & 55-Amp. Alternator (For Cars Less A/C or Command Air)	E	E
Handling Package -H.D. Springs & Shock Absorb- ers	E	E
Engine Block Heater	E	E
MISCELLANEOUS:		
Rooftop-Travel Rack (Wagons)	NA	STD
Fuel Tank Vapor Emission Control System (Required by State of California)	E	E

1970 REBEL (Base Line) SEAT, TRIM & COLOR AVAILABILITY		Trim	Standard "Cannes" Fabric				Opt. (Std. Wagon) "Rattan" Vinyl			
		Trim Colors	Blue	Green	Brown		Black	Blue	Green	Brown
Models	Seat Types Available	"T" Codes	053	054	056		051	053	054	056
4-Door Sedan	Bench Cushion, Non-Reclining Full Back (Standard)		A	A	A		B	B	B	B
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C		D	D	D	D
4-Door Wagon	Bench Cushion, Non-Reclining Full Back (Standard)						B	B	B	B
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C		D	D	D	D
2-Door Hardtop	Bench Cushion, Non-Reclining Split Back (Standard)		A	A	A		B	B	B	B
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C		D	D	D	D

Exterior Colors 14 Standard Colors	Body Color	Wheel Color (Black w/Disct)	Std. Paint Stripes							
			Black	White						
Classic Black	1	1	●	●	●	●	●	●	●	●
Frost White	72	1	●	●	●	●	●	●	●	●
Matador Red	39	39	●	●	●	●	●	●	●	●
Hialeah Yellow	58	1	●	●	●	●	●	●	●	●
Bittersweet Orange, Metallic	79	79	●	●	●	●	●	●	●	●
Bayshore Blue, Metallic (Medium)	82	84	●	●	●	●	●	●	●	●
Commodore Blue, Metallic (Dark)	84	84	●	●	●	●	●	●	●	●
Sea Foam Aqua, Metallic (Medium)	85	85	●	●	●	●	●	●	●	●
Mosport Green, Metallic (Medium)	86	87	●	●	●	●	●	●	●	●
Glen Green, Metallic (Dark)	87	87	●	●	●	●	●	●	●	●
Golden Lime, Metallic	90	90	●	●	●	●	●	●	●	●
Tijuana Tan, Metallic	91	94	●	●	●	●	●	●	●	●
Moroccan Brown, Metallic	94	94	●	●	●	●	●	●	●	●
Sonic Silver, Metallic	95	1	●	●	●	●	●	●	●	●
31 Two-Tones (Optional)										
Classic Black/Frost White	1-72	1	●	●	●	●	●	●	●	●
Frost White/Classic Black	72-1	1	●	●	●	●	●	●	●	●
Matador Red/Classic Black	39-1	39	●	●	●	●	●	●	●	●
Matador Red/Frost White	39-72	39	●	●	●	●	●	●	●	●
Hialeah Yellow/Classic Black	58-1	1	●	●	●	●	●	●	●	●
Hialeah Yellow/Frost White	58-72	1	●	●	●	●	●	●	●	●
Hialeah Yellow/Golden Lime, Metallic	58-90	1	●	●	●	●	●	●	●	●
Bittersweet Orange, Metallic/Classic Black	79-1	79	●	●	●	●	●	●	●	●
Bittersweet Orange, Metallic/Frost White	79-72	79	●	●	●	●	●	●	●	●
Bayshore Blue, Metallic/Classic Black	82-1	84	●	●	●	●	●	●	●	●
Bayshore Blue, Metallic/Frost White	82-72	84	●	●	●	●	●	●	●	●
Bayshore Blue, Metallic/Commodore Blue, Metallic	82-84	84	●	●	●	●	●	●	●	●
Commodore Blue, Metallic/Frost White	84-72	84	●	●	●	●	●	●	●	●
Commodore Blue, Metallic/Bayshore Blue, Metallic	84-82	84	●	●	●	●	●	●	●	●
Sea Foam Aqua, Metallic/Classic Black	85-1	85	●	●	●	●	●	●	●	●
Sea Foam Aqua, Metallic/Frost White	85-72	85	●	●	●	●	●	●	●	●
Mosport Green, Metallic/Classic Black	86-1	87	●	●	●	●	●	●	●	●
Mosport Green, Metallic/Frost White	86-72	87	●	●	●	●	●	●	●	●
Mosport Green, Metallic/Glen Green, Metallic	86-87	87	●	●	●	●	●	●	●	●
Glen Green, Metallic/Frost White	87-72	87	●	●	●	●	●	●	●	●
Glen Green, Metallic/Mosport Green, Metallic	87-86	87	●	●	●	●	●	●	●	●
Golden Lime, Metallic/Classic Black	90-1	90	●	●	●	●	●	●	●	●
Golden Lime, Metallic/Frost White	90-72	90	●	●	●	●	●	●	●	●
Golden Lime, Metallic/Hialeah Yellow	90-58	90	●	●	●	●	●	●	●	●
Tijuana Tan, Metallic/Classic Black	91-1	94	●	●	●	●	●	●	●	●
Tijuana Tan, Metallic/Frost White	91-72	94	●	●	●	●	●	●	●	●
Tijuana Tan, Metallic/Moroccan Brown, Metallic	91-94	94	●	●	●	●	●	●	●	●
Moroccan Brown, Metallic/Frost White	94-72	94	●	●	●	●	●	●	●	●
Moroccan Brown, Metallic/Tijuana Tan, Metallic	94-91	94	●	●	●	●	●	●	●	●
Sonic Silver, Metallic/Classic Black	95-1	1	●	●	●	●	●	●	●	●
Sonic Silver, Metallic/Frost White	95-72	1	●	●	●	●	●	●	●	●

Standard paint stripe not used on wagon.

1970

REBEL SST & MACHINE

SEAT, TRIM & COLOR AVAILABILITY

1970 REBEL SST & MACHINE SEAT, TRIM & COLOR AVAILABILITY		Trim	SST Standard "Kashmir" Fabric				SST Opt. (Std. Wag. & Buckets) "Ventilair" Vinyl					Machine Std. "Ventilair" Vinyl		
		Trim Colors	Black	Blue	Green	Brown	Black	Blue	Green	Red	Brown	Black	Blue	Brown
Models	Seat Types Available	"T" Codes	071	073	074	076	071	073	074	075	076	051	053	056
SST 4-Door Sedan	Bench Cushion, Non-Reclining Full Back (Standard)		A	A	A	A	B							
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C	C	D	D	D	D	D			
SST 4-Door Wagon	Bench Cushion, Non-Reclining Full Back (Standard)						B	B	B	B	B			
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C	C	D	D	D	D	D			
SST 2-Door Hardtop	Bench Cushion, Non-Reclining Split Back (Standard)		A	A	A	A	B	B	B	B	B			
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C	C	D	D	D	D	D			
	Bucket Seats, Non-Reclining High Backs (Optional)		E	E			F	F		F	F			
Machine Hardtop	Bucket Seats, Non-Reclining High Backs (Standard)											F	F	F

Exterior Colors

14 Solid Colors for SST & MACHINE
(with "Shadow" Black Hood for Machine)

	Body Color	Wheel Color (Black w/ Discs)												
Classic Black	1	1	●	▲	●	●	●	▲	●	●	●	●	▲	●
Frost White	72	1	●	▲	●	●	●	▲	●	●	●	●	▲	●
Matador Red	39	39	●				●			●		●		
Hialeah Yellow	58	1	●		●		●		●			●		
Bittersweet Orange, Metallic	79	79	●			●	●				●	●		●
Bayshore Blue, Metallic (Medium)	82	84	▲	▲			▲	▲				▲	▲	
Commodore Blue, Metallic (Dark)	84	84	●	▲			▲	▲				▲	▲	
Sea Foam Aqua, Metallic (Medium)	85	85	●				●							
Mosport Green, Metallic (Medium)	86	87	●		●		●		●			●		
Glen Green, Metallic (Dark)	87	87	●		●		●		●			●		
Golden Lime, Metallic	90	90	●		●		●		●			●		
Tijuana Tan, Metallic	91	94	●			●	●				●	●		●
Moroccan Brown, Metallic	94	94	●			●	●				●	●		●
Sonic Silver, Metallic	95	1	●				●			●		●		

31 Two-Tones (Optional for SST only)

Classic Black/Frost White	1-72	1	●				●			●				
Frost White/Classic Black	72-1	1	●				●			●				
Matador Red/Classic Black	39-1	39	●				●			●				
Matador Red/Frost White	39-72	39	●				●			●				
Hialeah Yellow/Classic Black	58-1	1	●				●			●				
Hialeah Yellow/Frost White	58-72	1	●		●		●		●					
Hialeah Yellow/Golden Lime, Metallic	58-90	1	●		●		●		●					
Bittersweet Orange, Metallic/Classic Black	79-1	79	●		●		●			●				
Bittersweet Orange, Metallic/Frost White	79-72	79	●		●		●			●				
Bayshore Blue, Metallic/Classic Black	82-1	84	●	●			●	●						
Bayshore Blue, Metallic/Frost White	82-72	88		●			●							
Bayshore Blue, Metallic/Commodore Blue, Metallic	82-84	84		●			●							
Commodore Blue, Metallic/Frost White	84-72	84		●			●							
Commodore Blue, Metallic/Bayshore Blue, Metallic	84-82	84		●			●							
Sea Foam Aqua, Metallic/Classic Black	85-1	85	●				●							
Sea Foam Aqua, Metallic/Frost White	85-72	85	●				●							
Mosport Green, Metallic/Classic Black	86-1	87	●		●		●		●					
Mosport Green, Metallic/Frost White	86-72	87			●				●					
Mosport Green, Metallic/Glen Green, Metallic	86-87	87			●				●					
Glen Green, Metallic/Frost White	87-72	87			●				●					
Glen Green, Metallic/Mosport Green, Metallic	87-86	87			●				●					
Golden Lime, Metallic/Classic Black	90-1	90	●		●		●		●					
Golden Lime, Metallic/Frost White	90-72	90	●		●		●		●					
Golden Lime, Metallic/Hialeah Yellow	90-58	90	●		●		●		●					
Tijuana Tan, Metallic/Classic Black	91-1	94	●			●	●				●			
Tijuana Tan, Metallic/Frost White	91-72	94				●					●			
Tijuana Tan, Metallic/Moroccan Brown, Metallic	91-94	94				●					●			
Moroccan Brown, Metallic/Frost White	94-72	94				●					●			
Moroccan Brown, Metallic/Tijuana Tan, Metallic	94-91	94				●					●			
Sonic Silver, Metallic/Classic Black	95-1	1	●				●			●				
Sonic Silver, Metallic/Frost White	95-72	1	●				●			●				

Simulated wood-grain side paneling is optional on wagon with solid color.

▲ Blue vinyl roof is optional only with exterior colors marked ▲ (hardtop and sedan).

Black or White vinyl roof is optional with all exterior colors (hardtop and sedan).

1970 Rebel

"The Machine" Specifications

"The Machine" Specs Starting with Rebel Base-Line Hardtop, #7019-0
(production scheduled to begin in early October, 1969)

Exterior Trim:

Any of 14 Rebel Exterior Body Colors.

"Shadow" Black Flat-Tone Paint (P8) on Hood Scoop, Hood & Fresh-Air Panel (between crease lines).

Silver Tape Stripes on each side of hood (between crease lines & in center).

Silver Paint Accent on hood scoop (plus silver tape stripe over the center).

"The Machine" Decal on both front fenders & on right side of trunk lid.

Rebel "Venturi" Grille ('68 theme) with rear section flat black.

Delete Bright Trim around headlight bezels.

Add Side-Window/Base Moldings (normally standard on SST).

Delete Side Paint Stripe (normally standard on Base-Line).

Delete REBEL & 390 Emblems from both front fenders (normally standard).

Interior Trim:

SST Hardtop Bucket Seats in "Ventilair" Vinyl & Matching Rear Seats, less center cushion & fold-down armrest. (Black, Blue or Brown).

Base-Line Door- & Rear-Side Panels.

SST Carpeting.

Base-Line Instrument Panel, except for addition of Glove-Box Lock.

Javelin Base-Line Steering Wheel (with Red/White/Blue "Bulls Eye").

Engine:

Special "Machine" 390 CID Engine (Adv. Rating 340 HP/430 Torque) includes:

- a. Modified Intake Manifold.
- b. Modified Exhaust Manifolds (less heat valve).

Transmission & Rear Axle Ratio:

4-Speed Floor Shift with Hurst Linkage & AM Black Knob (as on Javelin/AMX).
3.54:1 Standard Rear Axle Ratio for 4-Speed.

1970 Rebel

"The Machine" Specifications

Engine & Chassis Details:

Functional Ram-Air Hood Scoop with Vacuum-Actuated Flapper Valve.
Hood-Scoop-Mounted Tachometer (lighted, 0-8000 rpm).
Heavy-Duty Engine Cooling System.
Dual-Exhaust System (special low-back-pressure mufflers and larger exhaust pipes).
Power Disc Brakes (front).
Handling Package (H-D springs & shocks, plus H-D wagon rear springs).
Rear Sway Bar (new feature).
Four, E60x15 Tires (with white raised letters).
Four, 15"x7" Mag-Styled Steel Wheels, Silver Paint plus Stainless-Steel Trim Rings. Includes "Space-Saver" Spare Tire (on regular 14" Orange-painted wheel).
Dual Horns.

Extra-Cost Options:

Special Red/White/Blue Color & Trim Theme for the 1st 1,000 Production Cars.....same as regular "Machine" except as follows:

- a. 1970 Frost White (P72) for Main Exterior Color (no roof two-tones or vinyl roof).
- b. 1971 Electric Blue (B6) for Hood Scoop, Hood & Fresh-Air Panel (between the crease lines), plus on Lower Side & Rear Body Panels.
- c. Red/White/Blue Decal on lower flat surface of grille.
- d. Bright Red Belt-Line Spear Stripe, Reflective Decal.
- e. Red/White/Blue "Chevron" Stripes, Reflective Decal (across trunk to fenders, joining side spear).
- f. Black "Ventilair" Vinyl Interior Trim Only.
- g. Center Cushion & Fold-Down Armrest (Note: Armrest Trimmed Red/White/Blue, also for Armrest which is included with Opt. Shift-Command/Console).

Shift-Command Transmission with Console Shift & Fold-Down Armrest.
3.15:1 Optional Rear Axle Ratio for Shift-Command (3.54:1 is standard).
3.91 Optional Rear Axle Ratio for 4-Speed (3.54:1 is standard).
Twin-Grip Differential (recommended; mandatory option with 3.91:1 axle ratio).

Power Steering.

AM or AM/FM Radio (less or with rear speaker).

Air-Conditioning (also AC Package) or Command-Air Systems.

Vinyl Roof, Black, White or Blue for regular "Machine" (not for Red/White/Blue "Machine").

Plus other Rebel options not in conflict with "Machine" package (no roof two-tones).

Ambassador

1970 Ambassador

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1970 Ambassador

Product Highlights

American Motors' luxurious Ambassador for 1970 features new rear styling with sedans and hardtops acquiring new rear fenders, new full width rear bumpers and new taillights, and station wagons new roof panels and taillights.

Overall length of sedans and hardtops has been increased an inch and a half to accommodate the new rear styling. Ambassador station wagons remain at 207 inches overall, and are an inch shorter than sedans and hardtops.

The model availability is as follows:

Ambassador Series:

4-Door Sedan	7085-2
--------------	--------

Ambassador DPL Series:

4-Door Sedan	7085-5
4-Door Station Wagon	7088-5
2-Door Hardtop	7089-5

Ambassador SST Series:

4-Door Sedan	7085-7
4-Door Station Wagon	7088-7
2-Door Hardtop	7089-7

Air conditioning again will be standard for all Ambassador models. Individually-adjustable reclining seats are standard on SST models.

Station wagons feature vertically stacked four-segment taillights with the lower segment housing the back-up lights.

In addition, all wagons have as standard longer roof top luggage racks and skid strips measuring six feet long.

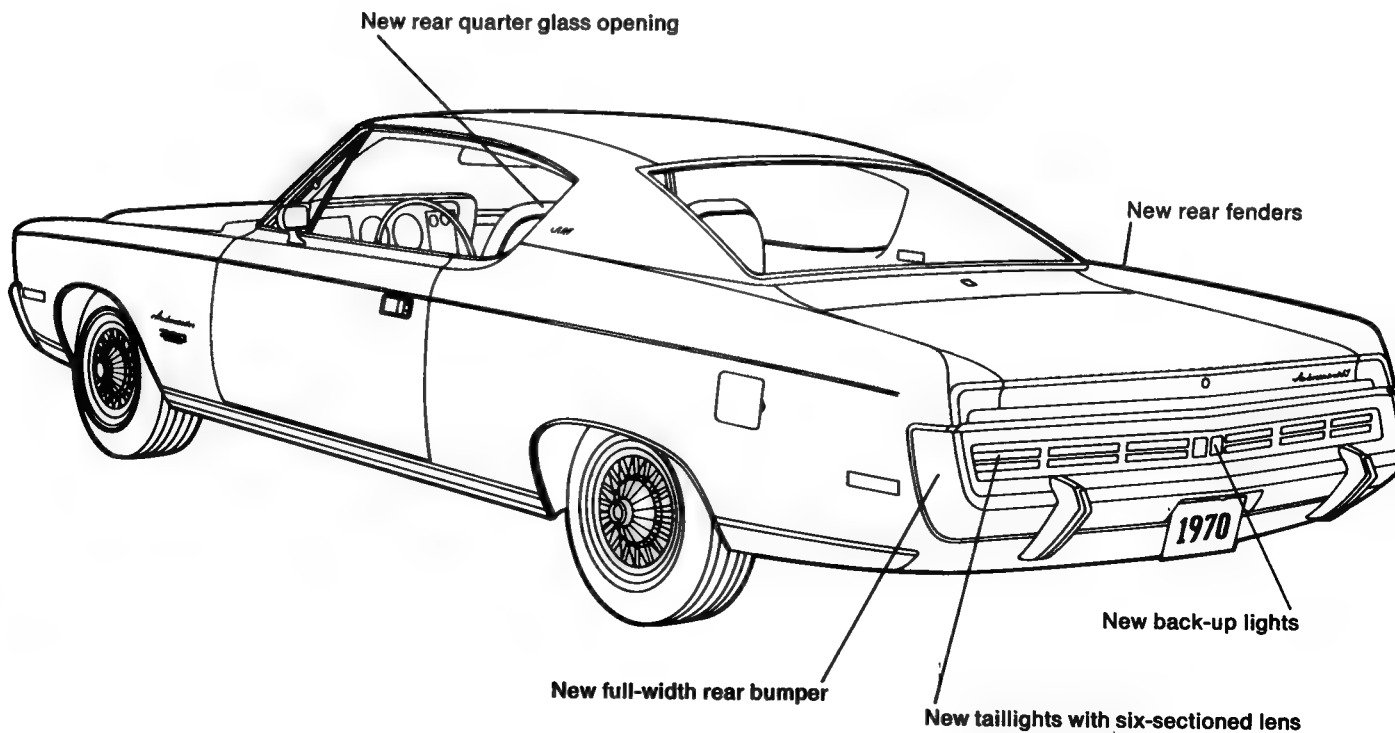
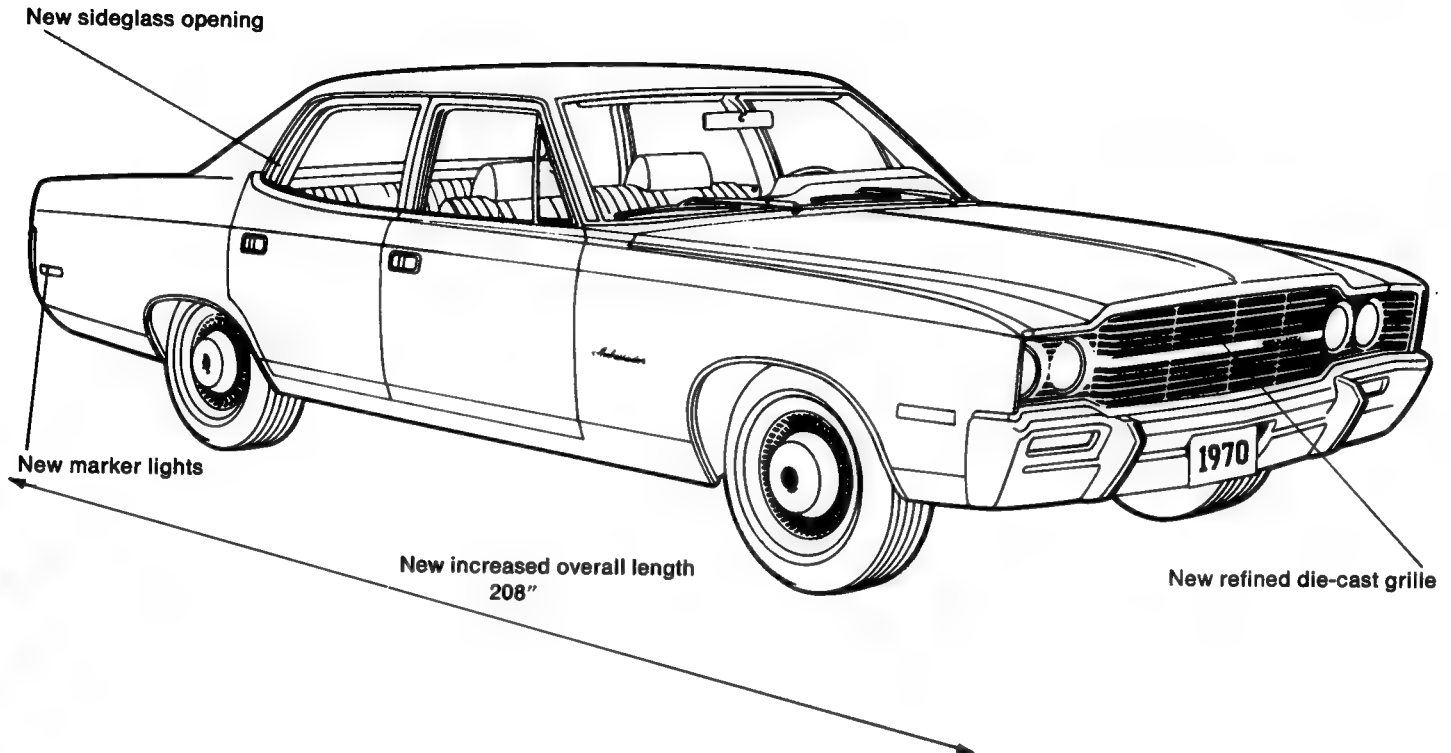
New in 1970 the standard engine for the DPL is the 304 cubic inch V-8 rated at 210 horsepower. This same power plant continues standard on the SST series. The Shift-Command-column-shift- automatic transmission is a new standard feature for DPL's, and continues standard for SST's with the base 304 V-8 engine. Shift-Command Console is optional on SST hardtops with optional bucket seats.

Standard equipment on the Ambassador basic model is the 155 H.P.- 232 6-cylinder - 2 barrel engine and the 3-speed manual column (full synchromesh) transmission.

A detailed description of the new Ambassador for 1970 follows:

1970 Ambassador

Exterior Styling Features



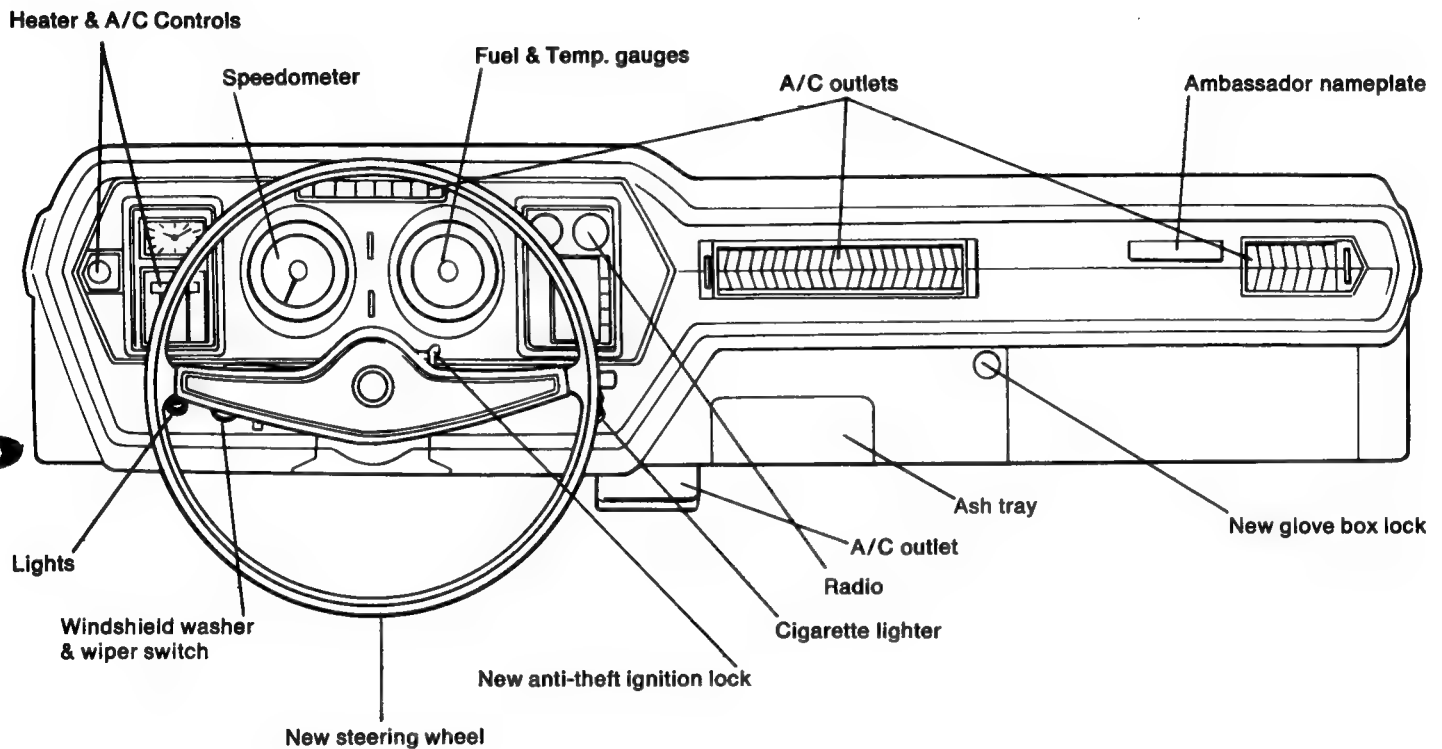
1970 Ambassador

Exterior Styling Features

- New - increased overall length in rear for sedans and hardtops (increased 1.5" to OAL 208", wagons remain 207").
- New - side daylight opening on sedans (rear door) and hardtops (rear pillar).
- New - roof panels for sedans and hardtops due to modified drip line and rear quarter.
- New - multi-piece side structure on sedans and hardtops (one-piece uniside only on wagons). No interchangeability between rear doors for sedans & station wagons since rear door for wagons remain unchanged.
- New - rear door outer panels on sedans creating new daylight opening.
- New - rear fenders on sedans and hardtops to maintain new daylight opening.
- New - grille, a refinement of the 1969 theme, but made as a more expensive-looking metal die-casting (replacing plastic).
- New - station wagon roof panel (to provide for new roof-top luggage rack on both DPL & SST).
- New - 6-foot roof-top luggage rack and skid strips as standard (was 4½ feet).
- New - massive full width rear bumper with center overlay panel (base-line sedan).
- New - massive full width rear bumper without center overlay panel (DPL & SST, except wagons).
- New - taillights with a two segmented horizontal lens. Back-up light incorporated in lens. Overlay panel between right and left taillights (base-line sedan).
- New - taillights with a six section lens extending across rear bumper. Back-up lights in center of bumper. (DPL & SST, except wagons).
- New - vertically stacked four segmented taillight lens with lower segment as back-up light (wagons).
- New - side moldings and paint stripes.
- New - wheel discs standard on DPL & SST (optional on base model).
- New - hub caps for base-line.

1970 Ambassador

Interior Styling Features



- New - trim touches for instrument panels ('70 running change lowers eyebrow over instruments).
- New - in-panel key location for glove-box lock (added safety and convenience).
- New - upholstery materials, colors and design applications throughout the interior.
- New - actuating feature for manual type windshield washers (no longer foot operated).

1970 Ambassador

Dimensional Comparison 1970 vs. (1969)

	4-Door Sedan	Station Wagon	2-Door Hardtop
Wheelbase	122.0 (122.0)	122.0 (122.0)	122.0 (122.0)
Length	208.0 (206.5)	207.0 (207.0)	208.0 (206.5)
Width	77.2 (77.2)	77.2 (77.2)	77.2 (77.2)
Height	55.2 (55.0)	56.9 (56.5)	54.6 (54.2)
Front Overhang	32.9 (32.9)	32.9 (32.9)	32.9 (32.9)
Rear Overhang	53.1 (51.6)	52.1 (52.1)	53.1 (51.6)
Front Tread, 6-Cylinder	60.0 (60.0)	---	---
Front Tread, V-8	60.0 (60.0)	60.0 (60.0)	60.0 (60.0)
Rear Tread	60.0 (60.0)	60.0 (60.0)	60.0 (60.0)
Turning Circle, Feet	40.4 (42.8)	40.4 (42.8)	40.4 (42.8)
Head Room, Front	39.6 (39.8)	39.9 (39.8)	38.9 (38.7)
Head Room, Rear	37.5 (37.8)	38.7 (38.6)	36.6 (36.5)
Leg Room, Front	42.5 (42.6)	42.5 (42.6)	42.5 (42.6)
Leg Room, Rear	38.6 (38.6)	38.6 (38.6)	35.5 (35.5)
Hip Room, Front	60.3 (60.3)	60.3 (60.3)	60.3 (60.3)
Hip Room, Rear	60.4 (60.4)	60.4 (60.4)	59.5 (59.5)
Shoulder Room, Front	60.0 (60.0)	60.0 (60.0)	60.0 (60.0)
Shoulder Room, Rear	60.0 (60.0)	60.0 (60.0)	59.0 (59.0)
Usable Luggage, Cap.Cu.Ft.	18.2 (18.0)	91.1* (91.1)	18.2 (18.0)

* Plus 8 cu. ft. under floor storage space (total capacity 99.1).

1970 Ambassador

Safe-Command Safety Features

SEATING & SEAT BELTS:

Ambassador Seat Belts for all Seating Positions:

- a. Standard 3 front, 3 rear (2 front with bucket seats)
- b. Two front Seat Belts retractable
- c. Two additional Seat Belts with optional 3-seat wagons

Two Front-Seat Shoulder Belts

Two Rear-Seat Shoulder Belt Attaching Provisions

Front-Seat Head Restraints (new built-in type for bucket seats).

High-Strength Seat Anchorages.

Front Seat-Back Automatic Lock with Manual Release (2-Door models).

New high-position manual release for all bucket seats.

Rear Seat-Back Positive Lock with Manual Release (Wagons).

Padded Front-Seat Backs (for rear passenger safety).

CONTROLS & INSTRUMENTS:

New Anti-Theft Ignition, Steering & Transmission Lock (with warning buzzer).

Energy-Absorbing Steering Column (new, improved design for '70).

Deep-Dish Energy-Absorbing Steering Wheel (new, 2-spoke design for '70).

New Rim-Blow Steering Wheel (Optional).

Safety-Styled & Padded Instrument Panel.

Anti-Glare Finish for Instrument Panel, Steering Wheel, Inside Moldings, etc.

Padded Sun Visors, Two

Safety-Shaped Instrument Panel Control Knobs.

Low-Profile, Soft-Window-Control Knobs.

Padded Armrests.

Uniform Shift-Quadrant for Automatic Transmission.

Lock Provision for Wagon Tailgate Window.

Break-Away Front Ash Tray with Ball-Bearing Slides.

Variable-Intensity Green Night-Lighting for Instruments (shield against reflection).

LOCKS & DOORS:

Pre-Set Impulse Door Locking System.

High-Strength Door Locks & Hinges.

Flush-Contoured Outside Door Handles.

Paddle-Type Inside Door Handles Shielded by Armrests.

New In-Instrument-Panel Glove-Box Lock/Latch Location.

New Console Glove-Box Lock (was magnet).

Two-Key Locking System.

Two-Position Stop for Front Doors.

1970 Ambassador

Safe-Command Safety Features

BODY CONSTRUCTION:

All-Steel "Advanced Unit Construction" with front-end designed to limit steering column rearward movement in accidents.
High-Strength, Laminated Safety Windshield.
Tempered Safety Glass for Side & Rear Windows.
Molded Fiberglass Ceiling.
Padded Instrument Panel & Sun Visors.
Dual-Action Safety Hood Latch.
Counterbalanced Hood & Trunk Lid.

CHASSIS & RELATED ITEMS:

Double-Safety Brake System (dual chamber master cylinder).
Hydraulic Brake System Warning Light.
Corrosion-Resistant Brake Lines & Fittings.
Self-Adjusting Brake Linings.
Step-On Parking Brake (warning light in opt. Light Group)
(Std. on Amb. SST).
Mechanical Stop Light Switch.
Safety-Rim Wheels.
Fiberglass-Belted Tires.
Tread-Wear Indicators Molded Into Tire Tread.
"Guard-Glo" Headlights with readily-adjustable aiming.
Front Park/Turn Lights Stay On with Headlights.
High-Strength Fuel Tank Mounting.
Non-Projecting Wheel Covers.

GENERAL EQUIPMENT:

Manual Lane-Changer Feature for Self-Cancelling Turn Signals.
4-Way Hazard Warning Flashers.
Side-of-Car Safety Marker Lights, Front & Rear (wrap-around taillights for Wagons).
Automatic Back-Up Lights.
Inside Rear-View Mirror with Soft Frame & Twin-Ball-Joint Mount. New 12" Day/Nite mirror replaces 9-1/2" as standard.
Left-Side Rear-View Mirror (Remote-Control Mirror in Opt. Visibility & Convenience Groups). New streamlined head encases rectangular mirror for both types. Standard mirror is chrome. Remote-control for Ambassador has chrome base with head painted matching body color.
Safety-Type Sun Visor Vanity Mirror in Optional Visibility & Convenience Groups.
Manual Windshield Washers (with new actuating feature as part of wiper control knob...replaces foot pump). Elec. Wipers with Elec. Washers, Opt. (also in Opt. Vis. Group). New Windshield Washer Solvent for Improved Cleaning Action.
Variable-Speed Windshield Wipers (vacuum-powered) with Anti-Glare Finish. Electric Wipers with Elec. Washers, Optional (also in Opt. Visibility Group).

1970 Ambassador

Safe-Command Safety Features

GENERAL EQUIPMENT cont.:

Windshield Defrosters (part of standard Weather-Eye Heating)
Rear-Window Defogger Fan, Dealer-Installed Accessory (Except
Wagons).

New "Cruise-Command" Automatic Speed-Control Option, Ambassador
V-8 automatic transmission.

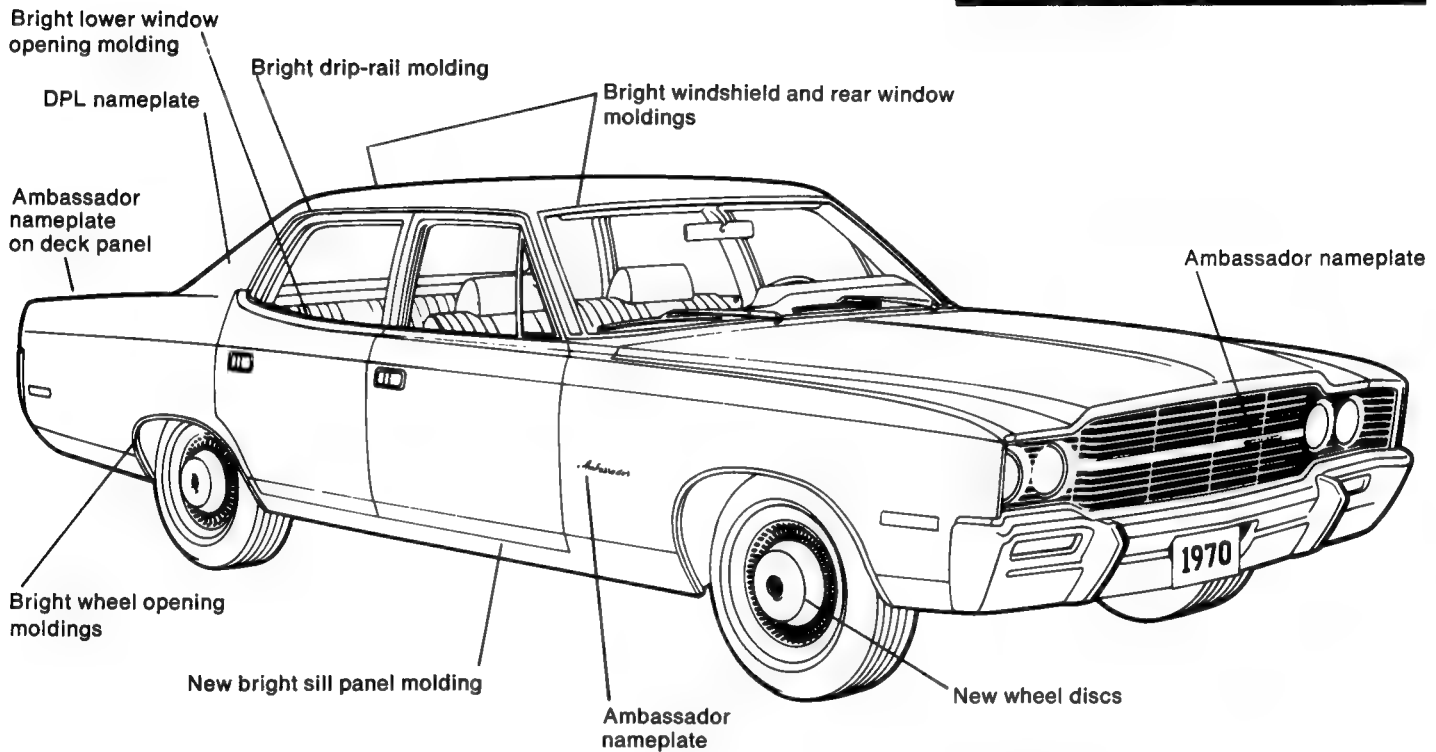
New Low-Fuel-Warning Light in Optional Light Group (std. on Ambassador
SST).

1970 Ambassador

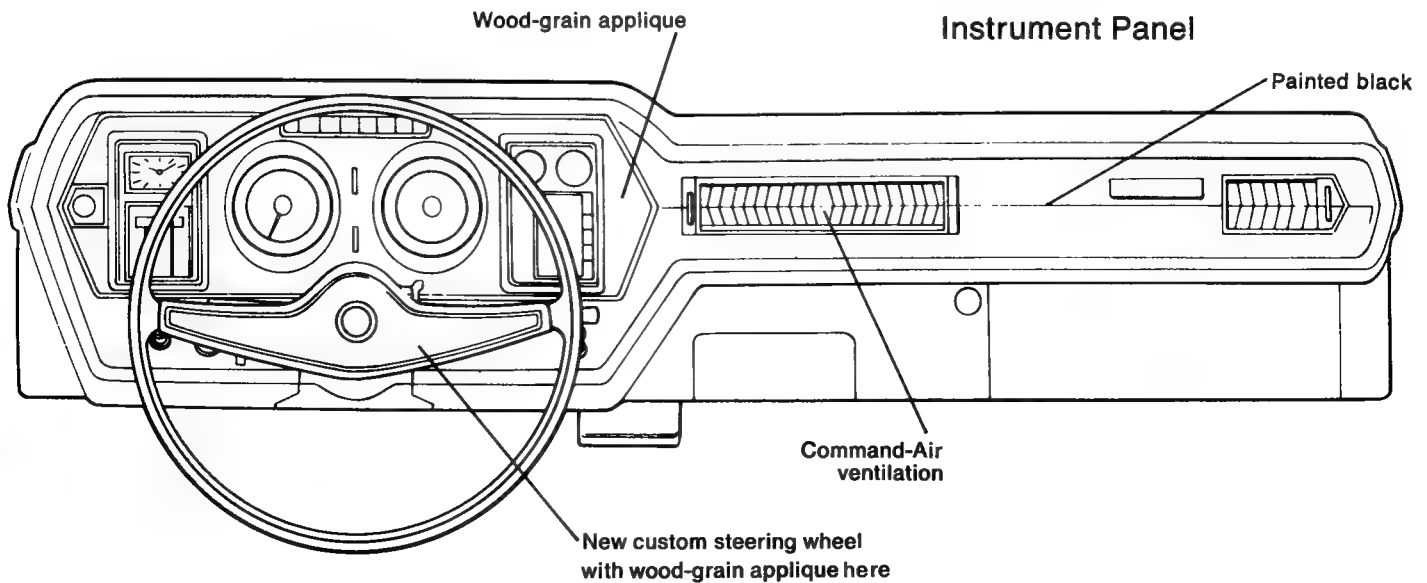
Series Features

Ambassador DPL Features

Exterior:



Interior:



1970 Ambassador

Series Features

Ambassador DPL

Exterior

Ambassador nameplate on front fenders, lower deck and grille panels
Bright windshield and rear window reveal moldings
New bright sill panel moldings
Bright lower window opening moldings
DPL letters on "C" pillar
Bright Wheel openings
Bright drip-rail molding
New wheel discs

INTERIOR

New 304-2B, 210 H.P. V-8 engine standard
Shift-Command column-shift automatic standard (with 304 V-8)
All-Season air conditioning standard
New custom steering wheel with wood-grain on center bar
New wood-grain applique around instrumentation area
Bright pedal moldings
Front Door light switches
Cigarette lighter and glove box lock
Unique door trim panels with wood-grain applique on armrests and
DPL nameplate
Unique seat trim patterns and materials
100% nylon cut pile carpet

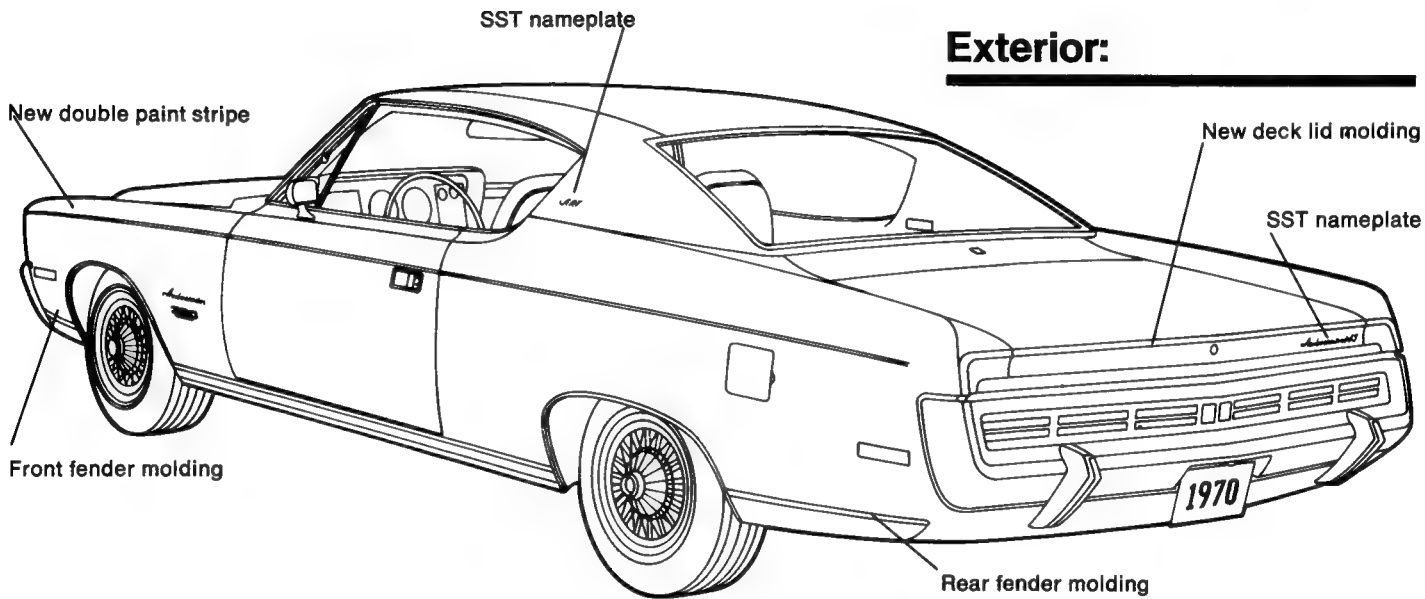
1970 Ambassador

Series Features

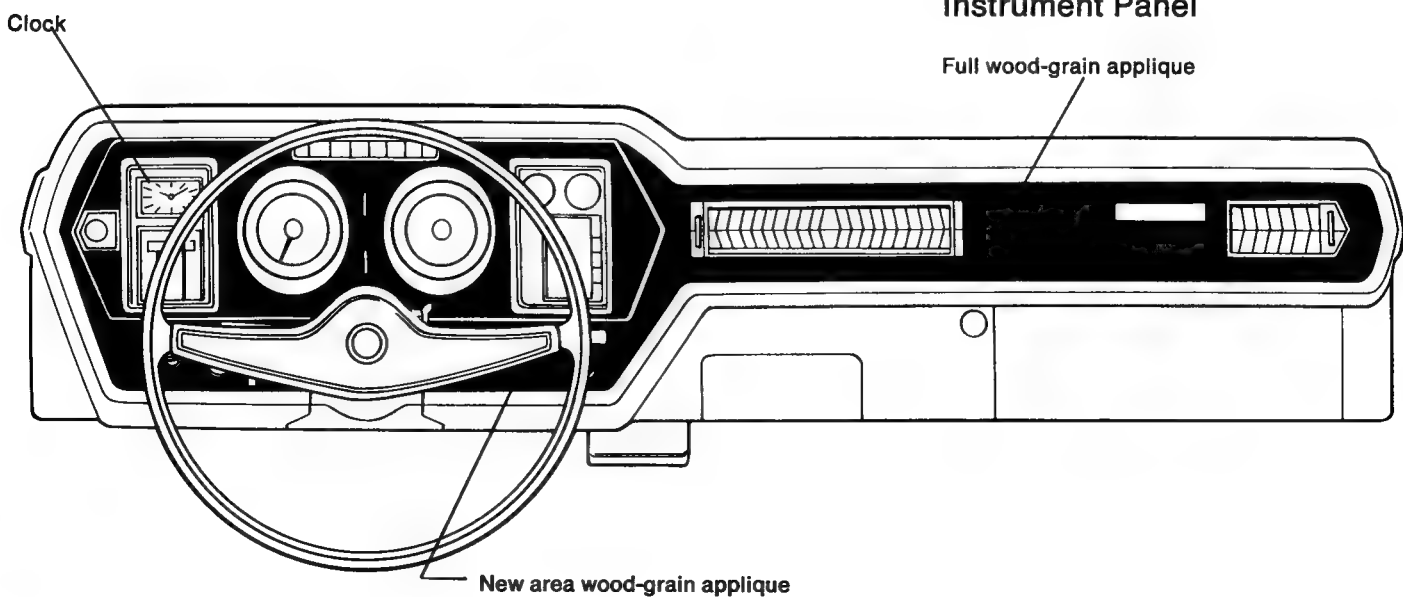
Ambassador SST:

Same as Ambassador DPL
except as noted below

Exterior:



Interior:



1970 Ambassador

Series Features

Ambassador SST

EXTERIOR

SST letters on "C" pillar and rear deck panel
New double full-length of body paint stripe
New front and rear fender lower moldings
New deck lid molding

INTERIOR

New 304-2B, 210 H.P. V-8 engine standard
Shift-Command column-shift automatic standard (with 304 V-8)
All-Season air conditioning standard
Full width of panel wood-grain applique
New application of wood-graining over instrument panel switch area
New standard Light Group consisting of glove box light, two courtesy lights, trunk of cargo light, ash tray light, parking brake warning light, light-on warning buzzer, and new low fuel warning light
Individually adjustable front seats
Unique door trim panels with wood-grain applique and SST nameplate
Unique seat trim patterns and cloth materials

1970 Ambassador

Engine, Mechanical & Related Changes

All V-8 engines have higher horsepower and torque ratings as a result of larger displacement and/or detailed refinements for improved all-round performance and responsiveness. The scope of V-8 engine changes are as follows:

- 304 CID-2B/210 HP replaces 290 CID-2B/200 HP (no 4-barrel version).
 - a. 14 cubic-inch displacement increase accomplished with longer-stroke cast crankshaft (same as 360). Bore/Stroke = 3.75" x 3.44".
 - b. New exhaust-port size and shape for cylinder heads.
 - c. New valve springs assure positive sealing action.
- 360 CID-2 & 4B/245 & 290 HP replaces 343 CID-2 & 4B/235 & 280 HP
 - a. 17 cubic-inch displacement increase accomplished with longer-stroke cast crankshaft (same as 304). Bore/Stroke = 4.08" x 3.44".
 - b. New exhaust-port size and shape for cylinder heads (same as 390).
 - c. 4-barrel 360 uses larger intake manifold (same as current (390)).
 - d. 4-barrel 360 uses new, better quality, higher-flow 4-barrel carburetor.
 - e. New valve springs assure positive sealing action.
- 390 CID-4B/325 HP replaces 390 CID-4B/315 HP
 - a. New exhaust-port size and shape for cylinder heads (same as 360).
 - b. New, better quality, higher-flow 4-barrel carburetor.
 - c. New, higher-performance camshaft standard for 390.
 - d. New, stronger design for 390 forged-steel connecting rods.
 - e. Forged-steel crankshaft continues. Same Bore/Stroke = 4.165" x 3.574".
 - f. New valve springs assure positive sealing action.

The 304 and 360 V-8's, plus the 232 six have a new "dual-diaphragm" distributor. This more expensive ignition feature improves initial acceleration ("livelier" feel), and permits a retarded spark to idle to further aid exhaust emission.

NEW "TWIN-BALL-JOINT" Front Suspension

- a. Two ball-joints assure smoother, less-friction action (was one).
- b. Geometric "anti-dive" is built in to reduce "nose-down" tendency under braking conditions.
- c. More stability in turns (race-track proven).
- d. Smoother ride with new location of spring and shock (permits "lower-rate" springs).
- e. Quieter ride with rubber bumper relocated from upper to lower control arm to isolate noise in full jounce condition.
- f. Reduced turning effort with manual steering.
- g. Knuckle-pin inclination angle increased for faster wheel return.
- h. Longer service life predicted.
- i. Easy to adjust (& stays adjusted).

1970 Ambassador

Engine, Mechanical & Related Changes

NEW "ANTI-THEFT" Lockable Steering Column

- a. One key lock ignition, steering wheel & transmission lever.
- b. If ignition key is left in "off or lock" positions when parking, and door is opened, a buzzer warns driver to remove key (mounted on right side of steering column just under the wheel).
- c. Transmission must be put in proper position for locking before key can be turned to "lock" position, and removed (as a further safeguard). Shift-Command transmission (column- or console shift) is locked as shift lever is put in "park". For manual transmission (column or floor shift), lock action occurs with lever put in reverse.
- d. With key removed, steering wheel is locked in any position.
- e. Safer for children in an unattended car.

NEW Type of Energy-Absorbing Safety Steering Column

- a. Present "bellows" type jacket design replaced with new ball-bearing "sleeve" type for controlled-collapsing action in the event of an accident.
- b. Impact protection same as previous type but considered to be a more advanced mechanical method of accomplishing the same purpose.

NEW "VARIABLE-RATIO" Power Steering Option (Replaces '69 "fixed-ratio" type)

- a. Permits faster steering response in turns.
- b. Easier Parking.
- c. Requires fewer wheel turns without increasing steering effort.
- d. No change in straight-ahead road feel.
- e. Manual steering (fixed-ratio) continues standard for all Ambassadors.

NEW "RIM-BLOW" feature for Sports Steering Wheel (Optional)

- a. New wheel combines current wood-grain sports look with new "rim-blow" feature. Horn blows by squeezing the steering-wheel rim any place (contacted on inner surface of rim).
- b. More convenient and reduces drivers reaction time.
- c. All other steering wheels are improved in appearance. New 2-spoke design replaces 3-spokes. Dual horns standard.

NEW SOUND INSULATION

- a. 60% thicker under-carpet sound-deadner mat.
- b. Quieter ride by absorbing road/drive-train noises.
- c. Improves heating and air conditioning efficiency.

1970 Ambassador

Engine, Mechanical & Related Changes

New Plug-In Socket in Main Wiring Harness (running change)

- a. Junction connection for main wiring harness passing thru firewall.
- b. Uniform quality with less chance of damage to wires.
- c. Easier to service and more reliable.

New Low-Fuel-Warning Light

- a. Included in "Light Group" option (Std. on Ambassador SST).
- b. Red light in fuel gauge warns driver (and stays on) when supply drops to about 2 gallons (minimum).

New Control System for "Cruise-Command" Option:

- a. Automatic speed-control button relocated on the end of the turn-signal lever for greater convenience (was on panel).
- b. Continues optional on Ambassadors with V-8 and "Shift-Command" automatic transmission (column or console).
- c. New system has added safe-guard on-off control (also on turn-signal lever) built-in fail-safe feature.

New Manual Control for Windshield Washer

Manual washers continue standard but with new actuating feature as part of wiper control knob (replaces foot pump). Electric washers and electric wipers continue in optional "Visibility Group".

Improved Brakes all Ambassador Models:

a. Brake diameter and drum types:

Ambassador 6	10" diameter, flared drums
Ambassador V-8	10" diameter, flared/cross-ribbed drums

Power Brakes are an extra cost option on all Ambassadors.
Power Disc Brakes are an extra cost option on Ambassador V-8's.

1970 Ambassador

Engine, Mechanical & Related Changes

New Rear Sway Bar added to Optional Handling Package:

- a. Improves stability, especially with "loaded" rear ends.

New Fuel Tank Vapor Emission Control System for California Models:

- a. Vapor chamber (small plastic tank) added inside fuel tank to create void air space which traps fuel vapors.
- b. The Fuel vapors (hydro-carbons) are piped to engine crankcase, and then thru PCV line into intake manifold, and finally consumed in the combustion chamber of the engine.

New Key Design with Greater Number of Combinations to Curb Theft:

- a. 1000 different key combinations for both ignition/door key and glove box/trunk key compared to 200 in 1969.
- b. New, larger-size key heads for easier handling. New square head for ignition/door key (was octagonal). New oval head for glove box/trunk key (was round).
- c. Key code number will not appear on keys. Instead, code numbers are stamped on separate round tags (one for each key). This system will prevent thieves from getting code numbers off of the keys to further curb theft possibilities.
- d. Prefix "K" code will be used for the ignition/door key tag, prefix "L" for the glove box/trunk key tag.

New Anti-Tamper Odometer for All Models (running change)

- a. The odometer mechanism within the speedometer unit is equipped with a marking device to indicate if the odometer is reversed or reset. If the odometer is tampered with to cause the numerals in the 10,000th column to change, the left numeral will appear red. To be in production about October 1, 1969.

1970 Ambassador

Engine, Transmission & Rear Axle Availability

Engine	Transmission	Rear Axles	
		Standard	Optional***
155 HP Torque-Command 232 CID Six Standard on Basic	3-Speed Manual;Column (std.) Shift-Command;Column (opt.)	3.15:1 3.15:1	3.54:1
210 HP Typhoon V-8 304 CID Standard on DPL & SST	Shift-Command;Column (std.)**** Shift-Command;Console* (opt.)	2.87:1 2.87:1	3.15:1 3.15:1
245 HP Typhoon V-8 360 CID Optional	Shift-Command;Column (opt.) Shift-Command;Console* (opt.)	2.87:1 2.87:1	3.15:1 3.15:1
290 HP Typhoon V-8 360 CID Optional	Shift-Command;Column (opt.) Shift-Command;Console* (opt.)	2.87:1 2.87:1	3.15:1 3.15:1
325 HP AMX V-8 390 CID** Optional on DPL & SST	Shift-Command;Column (opt.) Shift-Command;Console* (opt.)	2.87:1 2.87:1	3.15:1 3.15:1

* Available only on SST hardtop with bucket seats

** Dual exhaust standard (available optionally on 290 HP 360 CID engine)

*** Available at no extra cost

**** Optional on Basic

1970 Ambassador

Retained Standard Features

BODY:

"Advanced Unit Construction" combining body & frame into one structure. Exclusive one-piece uniside for wagons only.
Outer front fenders are bolted on.
"Deep-Dip" Rustproofing.
Entire lower body (except roof) dipped in rustproofing solution.
"Lustre-Gard" Acrylic Enamel. Triple coats, baked-on finish.
"Cushioned-Acoustical" Molded Fiberglass Ceilings.
Body Sound Insulation on Floors (new, extra-thick floor pads for all Ambassadors).
Coil-Spring Seats for Ambassador (exclusive in class). (Optional bucket seats for Ambassador SST Hardtops).
Foam-Cushion Front-Seat Pads.
Individually-Adjustable Reclining Seats standard on Ambassador SST models (optional on DPL models and Basic models).
New High-Back-Contoured Bucket Seats (non-reclining for '70) (optional on Ambassador SST Hardtops).
New, Longer Roof-Top Travel Rack for Wagons.
"Dual-Swing" Tailgate for Wagons.
Hidden Compartment Storage for Wagons.
"Weather-Eye" Heating & Ventilating System.
"All-Season" Air Conditioning (Standard on Ambassador).
Curved Side Windows.
Extruded-Aluminum Door-Window Frames on Ambassador Sedans & Wagons.
Ball-Bearing Ash Tray for Instrument Panel.
Deep-Sectioned, Wrap-Around Bumpers, front & rear (rubber-faced guards opt.).

MECHANICAL:

All-Synchromesh, 3-Speed Manual Transmission for Ambassador-6 (Basic).
New "Twin-Ball-Joint" Front Suspension Design.
4-Coil-Spring Suspension on Ambassador with 4-link, Trailing-Arm Rear Suspension.
Suspended Operating Pedals.
Step-On Parking Brake.
Self-Adjusting Brakes.
Anti-Smog Exhaust Emission Systems.
Automatic Choke with Thermostatically-Controlled V-8 Carb. Air Cleaner.

ELECTRICAL:

Electronic Alternator & Transistorized Voltage Regulator.
"Clear-Power" Battery with Translucent side case.
"Guard-Glo" Headlights.
Central Fuse Panel.
New Plug-In Socket for Main Wiring Harness (running change).
Space-Age Printed Circuit for Instrument Panel.

1970 Ambassador

Tire Availability

AMBASSADOR

TIRE SIZES (all Fiberglass-Belted)	AMBASSADOR SIX	AMBASSADOR V-8	
	Sedans	Sedans H.T.	Station Wagons
F78 X 14, BLACK	STD	STD	NA
F78 X 14, WHITEWALL	OPT	OPT	NA
G78 X 14, BLACK	OPT	OPT	NA
G78 X 14, WHITEWALL	OPT	OPT	NA
H78 X 14, BLACK	NA	NA	STD
H78 X 14, WHITEWALL	NA	NA	OPT

1970 Ambassador

Factory Installed Options

	Basic	DPL	SST
PAINT/VINYL ROOF			
Color -Two-Tone (Std. Appl. of A.M. Colors)	E	E	E
-Sedans & Hardtops			
-Wagon (Painted Body Side - Panels & Accent Molding)	NA	E	NA
Additional Charge for Deviation from Standard Ambassador Color Availability	E	E	E
Vinyl-Covered Roof (Sedans & Hardtops)			
-Black	NA	E	E
-White	NA	E	E
-Blue	NA	E	E
TRIM/SEAT: (See Trim Charts)			
Bench Cushion -Fabric (N/A Wagon)	STD	STD	NA
-Vinyl (Std. w/Wagon)	E	E	NA
Individual Cushion-Fabric	E	E	NA
-Fabric	NA	NA	STD
-Vinyl - Except Wagon	E	E	NA
- Wagon	NA	E	NA
-Vinyl - (Std. w/Wagon)	NA	NA	E
-"Velour" Fabric (Sedan)	NA	NA	E
Bucket Seat -Fabric (Hardtop)	NA	NA	E
-Vinyl (Hardtop)	NA	NA	E
ENGINES:			
155 H.P. -232 CID, 6, 2-Barrel	STD	NA	NA
210 H.P. -304 CID, V-8, 2-Barrel	E	STD	STD
Additional Charge Over Base 210 H.P. -304 CID, 2-Barrel For:			
245 H.P. -360 CID, V-8, 2-Barrel	E	E	E
290 H.P. -360 CID, V-8, 4-Barrel	E	E	E
325 H.P. -390 CID, V-8, 4-Barrel	NA	E	E
PERFORMANCE:			
Dual Exhaust System - For 360 CID, 4-Bbl. Engine (Std. on 390 CID)	E	E	E
Twin-Grip Differential	E	E	E

E=EXTRA COST
NA=NOT AVAILABLE

STD=STANDARD

1970 Ambassador

Factory Installed Options

	Basic	DPL	SST
TRANSMISSIONS:			
Shift-Command, Column Shift -304 CID	E	STD	STD
-360 CID	E	E	E
-390 CID	NA	E	E
Shift-Command, Floor Shift & Console (Hardtop) -304, 360 & 390 CID	NA	NA	E
3-Speed Manual, Column Shift, 6-Cylinder	STD	NA	NA
POWER:			
Power Steering (Recommended w/Air Conditioning)	E	E	E
Power Brakes	E	E	E
Power Disc Brakes, Front (V-8)	E	E	E
Power Lift Window, Tailgate - Wagon (Std. on 3-Seat Wagon)	NA	E	E
Power Lift Windows, Side	NA	E	E
Power Lift Windows, Side & Tailgate	NA	E	E
AUDIO:			
AM Push-Button Radio	E	E	E
AM/FM Push-Button Radio	E	E	E
Rear Speaker -w/Radio only (Sedans & Hardtops)	E	E	E
8-Track Stereo Tape Player & 2-Rear Speakers (Sedans & Hardtops)	E	E	E
CONVENIENCE:			
Command-Air Ventilation System (Mandatory if air conditioning is deleted)	E	E	E
Tinted Glass-All Windows (Recommended w/A/C) -Windshield	E E	E E	E E
Third Seat, Wagon - Power Lift Rear Window & 2-Seat Belts	NA	E	E
Cruise-Command Automatic Speed Control System (Available w/V-8 & Auto. Trans.)	E	E	E
Adjust-O-Tilt Steering (Available w/Auto. Trans., Column or Floor Mounted)	E	E	E
Visibility Group - Includes Convenience Group, Electric Windshield Wipers & Elec. Washers	E	E	E

1970 Ambassador

Data Book Revisions

PRODUCT CHANGES AND REVISIONS
As Of October 4, 1969

NEW OPTIONS

ANTI-SCUFF BODY SIDE MOLDING (not available on wagons with two-tone or woodgrain).

- . Mid-height location protects finish in close-quarter parking
- . Serves as a dress-up item

Record this change on Section 3, Pages 16 and 22.

Two courtesy lights are added to the optional "Light Group" to complete the list of items already released for the package.

Record this change on Section 3, Page 22.

MECHANICAL CHANGES

On all 1970 V-8's, the cylinder-head-bolt size changed from 7/16" to 1/2" for improved head gasket sealing action.

Record this change on Section 3, Page 13.

1970 Ambassador

Factory Installed Options

Basic DPL SST

CONVENIENCE cont.:

Electric Windshield Wipers & Elec. Washers	E	E	E
Convenience Group - Remote Control Left			
Outside Mirror (Painted Body Color), Visor			
Vanity Mirror & Clock (Electric) Std. on SST	E	E	NA
Light Group - Trunk or Cargo Light, Two Courtesy			
Lights, Glove Box Light, Ash-Tray Light, Parking			
Brake Warning Light, Lights-On-Warning Buzzer,			
Low-Fuel Warning Light & Rear Door Switches on			
DPL models	E	E	STD

PROTECTION ITEMS:

Bumper Guards - Front & Rear (Sedans &			
Hardtops)	E	E	E
- Front (Wagon)	NA	E	E
Undercoating	NA	NA	E
Insulation Group - Undercoating & Hood	E	E	NA

APPEARANCE:

Sports Steering Wheel - w/Horn-Rim Blow	E	E	E
Wheel Discs (4)	E	STD	STD
Turbo-Cast Wheel Covers (4)	E	E	E
Wire Wheel Covers (4)	E	E	E

HEAVY DUTY:

Heavy-Duty Engine Cooling System - H.D.			
Radiator, Power-Flex Fan & Fan Shroud (Std.			
w/Air Conditioning)	E	E	E
Heavy-Duty 70-Amp. Battery	E	E	E
Cold Start Package - 70-Amp. Battery & 55-Amp.			
Alternator (for cars less A/C)	E	E	E
Handling Package - H.D. Springs & Shock			
Absorbers	E	E	E
Engine Block Heater	E	E	E

MISCELLANEOUS:

Fuel Tank Vapor Emission Control System			
(Required by State of California)	E	E	E

1970 AMBASSADOR SST SEAT, TRIM & COLOR AVAILABILITY			Trim		Standard "Harem" Fabric				Opt. (Std. Wag. & Bucket) "Ventilair" Vinyl					Opt. Sedan "Velour" Fabric			
			Trim Colors		Black	Blue	Green	Brown	Black	Blue	Green	Red	Brown	Black	Blue		
Models	Seat Types Available		"T" Codes		091	093	094	096	091	093	094	095	096	091	093		
4-Door Sedan	Individual Cushions, Individual Reclining Backs (Standard)				M	M	M	M	N	N	N	N	N	V	V		
4-Door Wagon	Individual Cushions, Individual Reclining Backs (Standard)				M	M	M	M	N	N	N	N	N				
2-Door Hardtop	Individual Cushions, Individual Reclining Backs (Standard)				M	M	M	M	N	N	N	N	N				
	Bucket Seats, Non-Reclining High Backs (Optional)				E	E	E	E	F	F	F	F	F				

Exterior Colors 14 Standard Colors	Body Color	Wheel Color (Black w/Discs)	Std. Paint Stripes																
			Black	White															
Classic Black	1	1	●	●	●	▲	●	●	●	●	▲	●	●	●	●	▲			
Frost White	72	1	●		●	▲	●	●		●	▲	●	●	●	●	▲			
Matador Red	39	39		●	●					●			●		●				
Hialeah Yellow	58	1	●		●		●			●		●			●				
Bittersweet Orange, Metallic	79	79	●		●			●		●				●					
Bayshore Blue, Metallic (Medium)	82	84	●		▲	▲				▲	▲				▲	▲			
Commodore Blue, Metallic (Dark)	84	84		●	▲	▲				▲	▲				▲	▲			
Sea Foam Aqua, Metallic (Medium)	85	85	●		●					●					●				
Mosport Green, Metallic (Medium)	86	87	●		●		●			●		●			●				
Glen Green, Metallic (Dark)	87	87		●	●		●			●		●			●				
Golden Lime, Metallic	90	90	●		●		●			●		●			●				
Tijuana Tan, Metallic	91	94	●		●			●		●				●	●				
Moroccan Brown, Metallic	94	94		●	●			●		●				●	●				
Sonic Silver, Metallic	95	1	●		●					●			●		●	▲			
31 Two-Tones (Optional)																			
Classic Black/Frost White	1-72	1		●	●					●			●		●				
Frost White/Classic Black	72-1	1	●		●					●			●		●				
Matador Red/Classic Black	39-1	39	●		●					●			●		●				
Matador Red/Frost White	39-72	39		●	●					●			●		●				
Hialeah Yellow/Classic Black	58-1	1	●		●					●					●				
Hialeah Yellow/Frost White	58-72	1	●		●		●			●		●			●				
Hialeah Yellow/Golden Lime, Metallic	58-90	1	●		●		●			●		●			●				
Bittersweet Orange, Metallic/Classic Black	79-1	79	●		●			●		●					●				
Bittersweet Orange, Metallic/Frost White	79-72	79		●				●		●				●	●				
Bayshore Blue, Metallic/Classic Black	82-1	84	●		●		●			●		●			●	●			
Bayshore Blue, Metallic/Frost White	82-72	84		●			●				●				●	●			
Bayshore Blue, Metallic/Commodore Blue, Metallic	82-84	84	●				●				●				●	●			
Commodore Blue, Metallic/Frost White	84-72	84		●			●				●				●	●			
Commodore Blue, Metallic/Bayshore Blue, Metallic	84-82	84		●			●				●				●	●			
Sea Foam Aqua, Metallic/Classic Black	85-1	85	●		●					●					●				
Sea Foam Aqua, Metallic/Frost White	85-72	85		●	●					●					●				
Mosport Green, Metallic/Classic Black	86-1	87	●		●		●			●		●			●				
Mosport Green, Metallic/Frost White	86-72	87		●			●					●			●				
Mosport Green, Metallic/Glen Green, Metallic	86-87	87	●				●					●			●				
Glen Green, Metallic/Frost White	87-72	87		●			●					●			●				
Glen Green, Metallic/Mosport Green, Metallic	87-86	87		●			●					●			●				
Golden Lime, Metallic/Classic Black	90-1	90	●		●		●			●		●			●				
Golden Lime, Metallic/Frost White	90-72	90		●	●		●			●		●			●				
Golden Lime, Metallic/Hialeah Yellow	90-58	90	●		●		●			●		●			●				
Tijuana Tan, Metallic/Classic Black	91-1	94	●		●			●		●				●	●				
Tijuana Tan, Metallic/Frost White	91-72	94		●				●						●	●				
Tijuana Tan, Metallic/Moroccan Brown, Metallic	91-94	94	●					●						●	●				
Moroccan Brown, Metallic/Frost White	94-72	94		●				●						●	●				
Moroccan Brown, Metallic/Tijuana Tan, Metallic	94-91	94		●				●						●	●				
Sonic Silver, Metallic/Classic Black	95-1	1	●		●					●			●		●				
Sonic Silver, Metallic/Frost White	95-72	1		●	●					●			●		●				

Optional two-tone is for sedan and hardtop only.
 Simulated wood-grain side and rear paneling is standard on wagon.
 Standard paint stripe is for sedan and hardtop only.
 ▲ Blue vinyl roof is optional only with exterior colors marked ▲ (sedan and hardtop).
 Black or White vinyl roof is optional with all exterior colors (sedan and hardtop).

1970 AMBASSADOR DPL SEAT, TRIM & COLOR AVAILABILITY			Trim		Standard "Bavaria" Fabric				Opt. (Std. Wagon) "Ventilair" Vinyl				
			Trim Colors		Black	Blue	Green	Brown	Black	Blue	Green	Red	Brown
Models	Seat Types Available	"T" Codes	091	093	094	096			091	093	094	095	096
4-Door Sedan	Bench Cushion, Non-Reclining Full Back (Standard)		A	A	A	A							
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C	C			D	D	D	D	D
4-Door Wagon	Bench Cushion, Non-Reclining Full Back (Standard)								B	B	B	B	B
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C	C			D	D	D	D	D
2-Door Hardtop	Bench Cushion, Non-Reclining Split Back (Standard)		A	A	A	A			B	B	B	B	B
	Individual Cushions, Individual Reclining Backs (Optional)		C	C	C	C			D	D	D	D	D

Exterior Colors

14 Standard Colors

	Body Color	Wheel Color (Black w/ Discs)											
Classic Black	1	1	●	▲	●	●	●	▲	●	●	●	●	●
Frost White	72	1	●	▲	●	●	●	▲	●	●	●	●	●
Matador Red	39	39	●									●	
Hialeah Yellow	58	1	●		●				●		●		
Bittersweet Orange, Metallic	79	79	●			●			●				●
Bayshore Blue, Metallic (Medium)	82	84	▲	▲				▲	▲				
Commodore Blue, Metallic (Dark)	84	84	▲	▲				▲	▲				
Sea Foam Aqua, Metallic (Medium)	85	85	●					●					
Mosport Green, Metallic (Medium)	86	87	●		●			●		●			
Glen Green, Metallic (Dark)	87	87	●		●			●		●			
Golden Lime, Metallic	90	90	●		●			●		●			
Tijuana Tan, Metallic	91	94	●			●		●					●
Moroccan Brown, Metallic	94	94	●			●		●					●
Sonic Silver, Metallic	95	1	●					●				●	

31 Two-Tones (Optional)

Classic Black/Frost White	1-72	1	●					●				●	
Frost White/Classic Black	72-1	1	●					●				●	
Matador Red/Classic Black	39-1	39	●					●				●	
Matador Red/Frost White	39-72	39	●					●				●	
Hialeah Yellow/Classic Black	58-1	1	●					●					
Hialeah Yellow/Frost White	58-72	1	●		●			●		●			
Hialeah Yellow/Golden Lime, Metallic	58-90	1	●		●			●		●			
Bittersweet Orange, Metallic/Classic Black	79-1	79	●			●		●					●
Bittersweet Orange, Metallic/Frost White	79-72	79	●			●		●					●
Bayshore Blue, Metallic/Classic Black	82-1	84	●	●				●	●				
Bayshore Blue, Metallic/Frost White	82-72	84	●	●				●	●				
Bayshore Blue, Metallic/Commodore Blue, Metallic	82-84	84	●	●				●	●				
Commodore Blue, Metallic/Frost White	84-72	84	●	●				●	●				
Commodore Blue, Metallic/Bayshore Blue, Metallic	84-82	84	●	●				●	●				
Sea Foam Aqua, Metallic/Classic Black	85-1	85	●					●					
Sea Foam Aqua, Metallic/Frost White	85-72	85	●					●					
Mosport Green, Metallic/Classic Black	86-1	87	●		●			●		●			
Mosport Green, Metallic/Frost White	86-72	87	●		●			●		●			
Mosport Green, Metallic/Glen Green, Metallic	86-87	87	●		●			●		●			
Glen Green, Metallic/Frost White	87-72	87	●		●			●		●			
Glen Green, Metallic/Mosport Green, Metallic	87-86	86	●		●			●		●			
Golden Lime, Metallic/Classic Black	90-1	90	●		●			●		●			
Golden Lime, Metallic/Frost White	90-72	90	●		●			●		●			
Golden Lime, Metallic/Hialeah Yellow	90-58	90	●		●			●		●			
Tijuana Tan, Metallic/Classic Black	91-1	94	●			●		●					●
Tijuana Tan, Metallic/Frost White	91-72	94	●			●		●					●
Tijuana Tan, Metallic/Moroccan Brown, Metallic	91-94	94	●			●		●					●
Moroccan Brown, Metallic/Frost White	94-72	94	●			●		●					●
Moroccan Brown, Metallic/Tijuana Tan, Metallic	94-91	94	●			●		●					●
Sonic Silver, Metallic/Classic Black	95-1	1	●					●				●	
Sonic Silver, Metallic/Frost White	95-72	72	●					●				●	

▲ Blue vinyl roof is optional only with exterior colors marked ▲ (sedan and hardtop).
Black or White vinyl roof is optional with all exterior colors (sedans and hardtop).

Javelin 

1970 Javelin

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1970 Javelin

Product Highlights

The Javelin sports hardtop for 1970 retains the same basic body configuration as in 1969, but is slightly longer. Overall length has been increased 1.82 inches to 191.04 inches.

From the front, the Javelin has a new look with a full-width twin-venturi grille encompassing the headlights. Semi-rectangular parking turn-signal lights are located in the new deep-sectioned bumper.

The hood also is new and features two simulated air scoops. With the new optional performance package, the AMX power-blister hood is used to facilitate the functional ram-air induction system.

Javelin again will be offered in two models, base and SST. New standard equipment additions for the base Javelin include vinyl trim in five colors and chrome trim for the hood. In addition to this base-model equipment, the Javelin SST equipment additions include wheel opening accent stripes, center cushion and folding armrest, door pull handles, wood-grain trim on instrument panel and armrests as standard, and nylon corduroy seat trim option in five colors, plus genuine leather option in three colors including the rear-seat side armrests.

All Javelin models for 1970 will feature the new Chemcor(TM) safety windshield as an industry exclusive.

The windshield has a chemically-treated inner pane which granulates into minute, blunt-edged particles upon impact, reducing the possibility of facial lacerations.

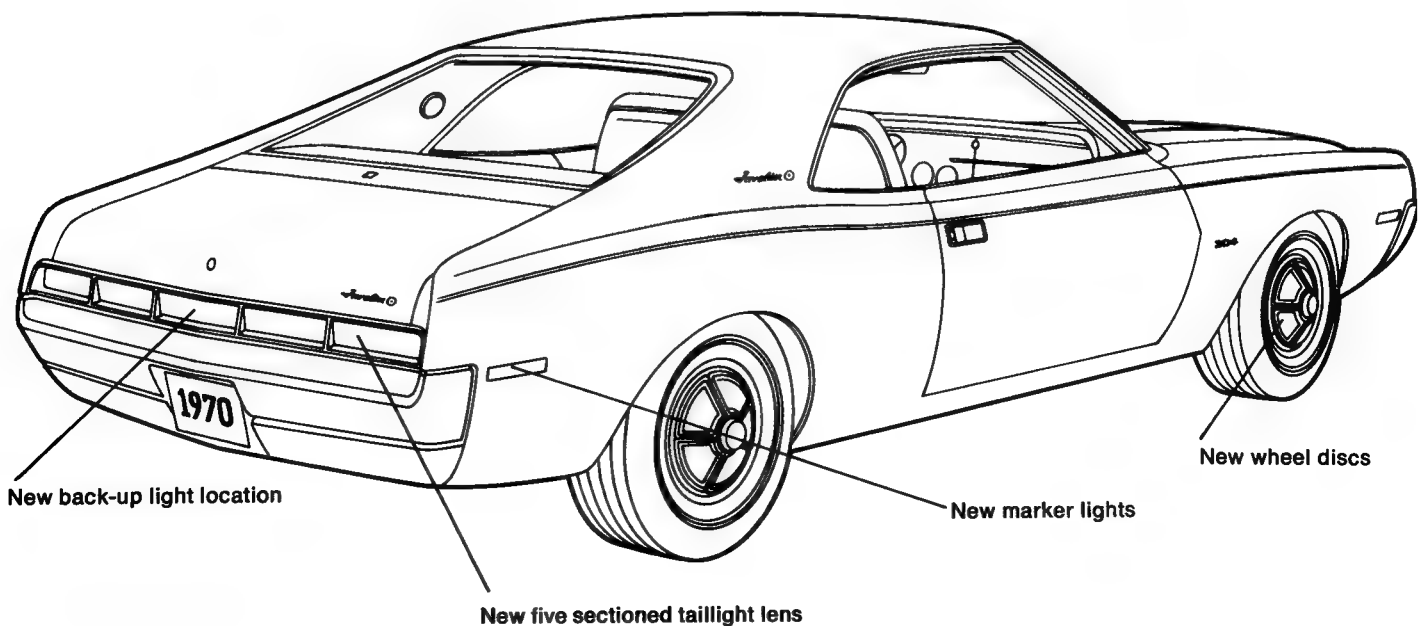
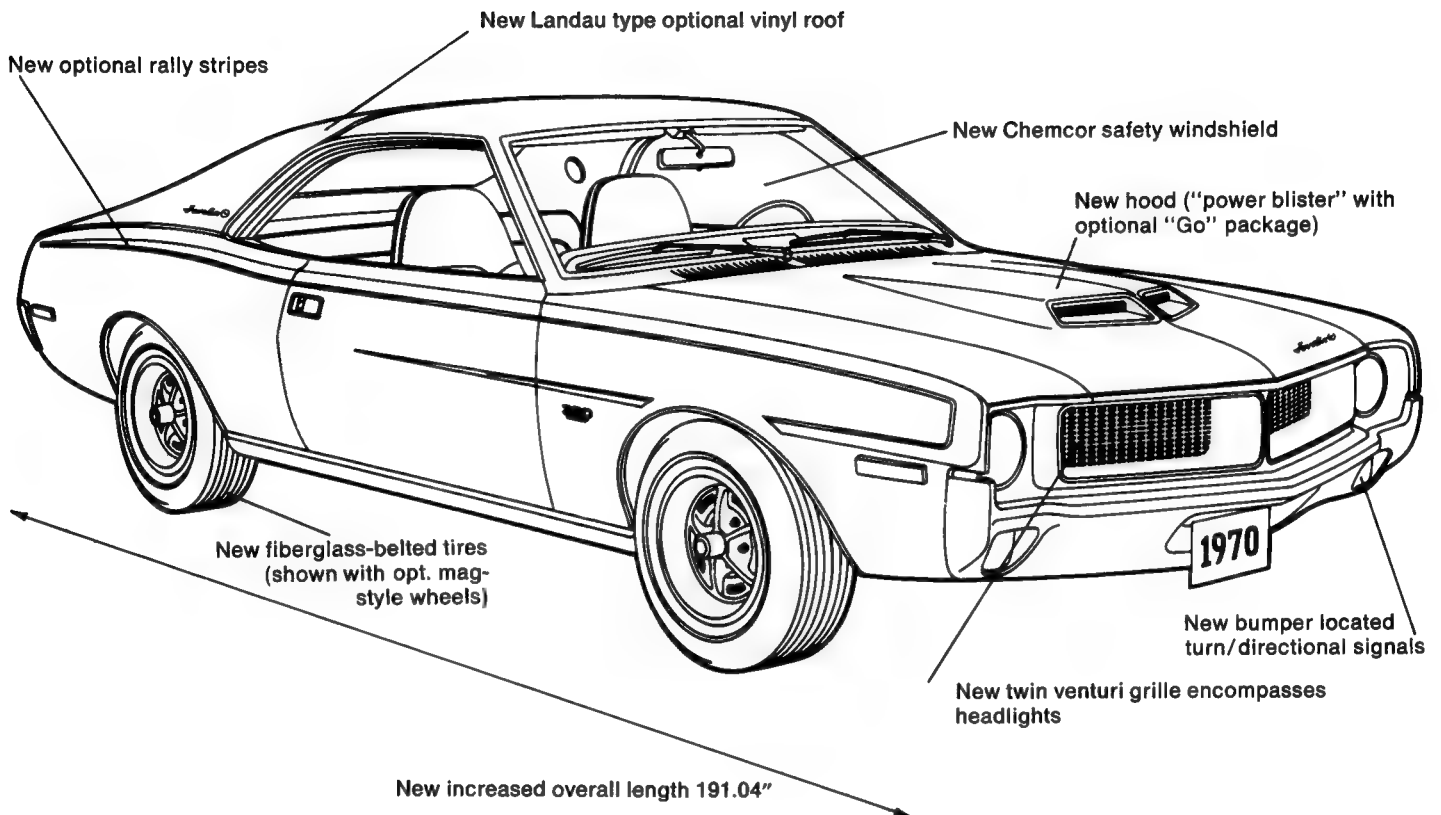
In low-to-medium speed accidents, the inner pane stretches upon impact to provide a cushioning effect.

Another advantage of the new windshield is faster windshield defrosting. It is approximately 30 per cent thinner than the conventional windshield and defrosts about 30 per cent faster.

A detailed description of the new Javelin for 1970 follows:

1970 Javelin

Exterior Styling Features



1970 Javelin

Data Book Revisions

PRODUCT CHANGES AND REVISIONS
As Of October 4, 1969

EXTERIOR CHANGES

WHEEL OPENING PAINT STRIPES CANCELLED ON THE JAVELIN SST and replaced with the full-length dual paint stripes. The paint stripes are not available when the Rally Stripes (option) are ordered.

The full length dual paint stripes remain standard on the Base-Line model.

Record this change on Section 4, Pages 1, 10 and 11.

NEW OPTIONS FOR THE BASE-LINE AND SST MODELS

ANTI-SCUFF BODY SIDE MOLDING (not available with the Rally Stripes)

- . Mid-height location protects finish in close-quarter parking
- . Serves as a dress-up item

TRUNK LID LUGGAGE RACK (available early December, 1969)

Record these changes on Section 4, Pages 3, 16 and 22.

MECHANICAL CHANGES

On all 1970 V-8's, the cylinder-head-bolt size changed from 7/16" to 1/2" for improved head gasket sealing action.

Record this change on Section 4, Page 17.

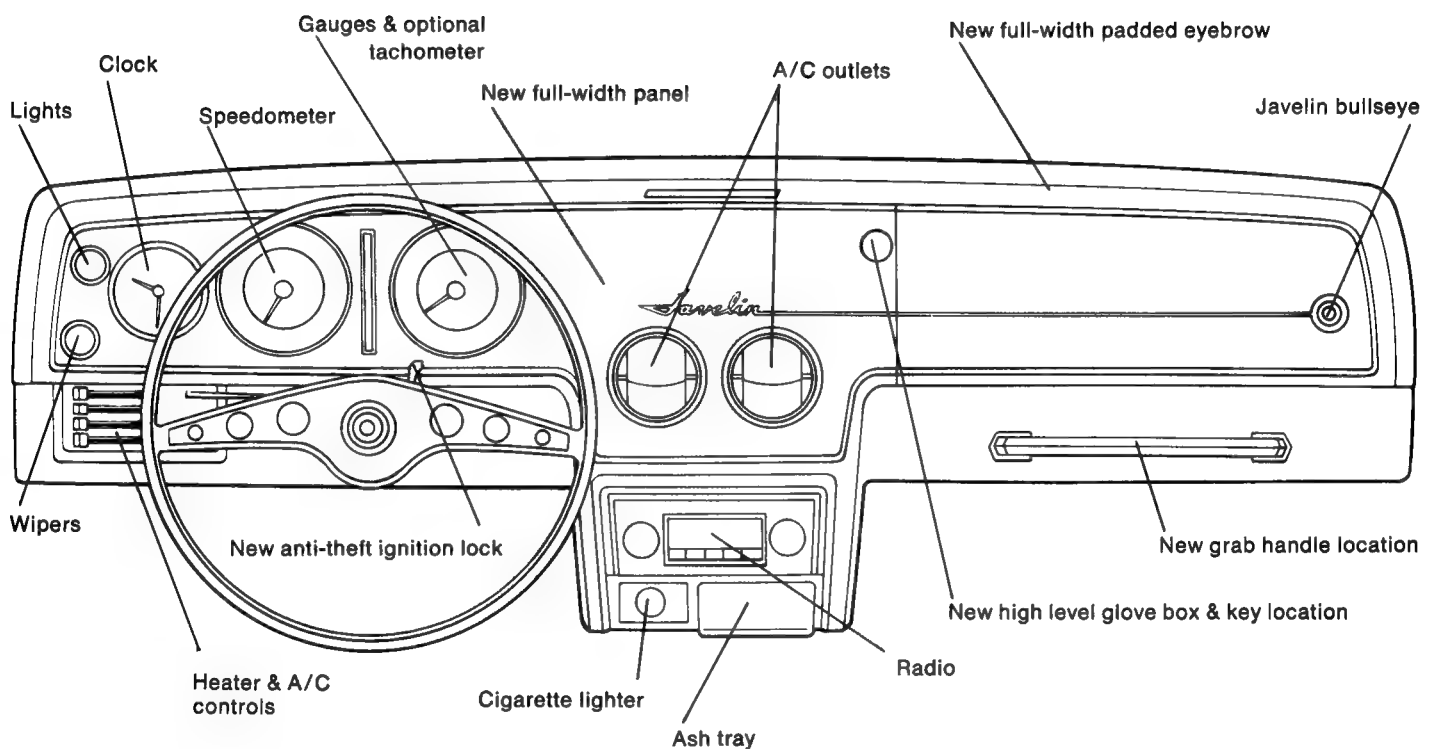
1970 Javelin

Exterior Styling Features

- New - increased overall length in front (increased 1.82" to OAL 191.04").
- New - twin-venturi, full-width grille encompasses headlights (molded plastic construction).
- New - deep-sectioned front bumper with upper edge revised for wide-span, integral grille appearance.
- New - semi-rectangular bumper-located parking/turn-signal lights.
- New - longer hood with two simulated air scoops stamped in hood (with added trim on base and high line SST models).
- New - "Go" Package Option uses AMX "power-blister" hood, but with functional ram-air induction system (to the carburetor).
- New - front fender end caps to accept new front bumper.
- New - full-span five section taillight lens with center section for back-up light. (bulb socket relocated in trunk eliminates being bumped loose by luggage).
- New - rear fender end caps to accept the new taillights.
- New - wheel discs simulating a mag-wheel appearance (standard on high-line, optional on base).
- New - hub caps for base-line Javelin
- New - rally stripes optional.
- New - "landau" style optional vinyl-covered roof.
- 14" x 6" mag-styled wheels continue optional.

1970 Javelin

Interior Styling Features



- New - full-span instrument panel with round recessed instruments.
- New - full-width "eyebrow" crash padding around top of panel.
- New - high-level glove box with new in-panel key location (added safety and convenience).
- New - headlight and wiper controls located cluster high (left side).
- New - genuine leather seat trim option (Black, Red and Tan) for high-line Javelin.
- New - upholstery materials, colors and design applications throughout the interior.

1970 Javelin

Dimensional Comparison 1970 vs. (1969)

	2-Door Hardtop
Wheelbase	109.9 (109.0)
Length	191.0 (189.2)
Width	71.9 (71.9)
Height	51.5 (51.8)
Front Overhang	41.5 (39.7)
Rear Overhang	40.5 (40.5)
Front Tread, Six-Cylinder	59.3 (57.9)
Front Tread, V-8	59.7 (58.4)
Rear Tread, Six-Cylinder	57.0 (57.0)
Rear Tread, V-8	57.0 (57.0)
Turning Circle, Feet	36.3 (36.8)
Head Room, Front	37.5 (37.5)
Head Room, Rear	36.0 (36.0)
Leg Room, Front	43.0 (43.3)
Leg Room, Rear	30.8 (31.5)
Hip Room, Front	57.6 (57.6)
Hip Room, Rear	56.4 (56.4)
Shoulder Room, Front	55.0 (55.0)
Shoulder Room, Rear	53.2 (53.2)
Usable Luggage Capacity, Cu. Ft.	10.2 (10.2)
With Optional Space Saver Spare	11.7 (11.7)

1970 Javelin

Safe-Command Safety Features

SEATING & SEAT BELTS:

Javelin Seat Belts for all Seating Positions:

- a. Std 2 Front, 2 Rear
- b. 2 Front Seat Belts Retractable

Two Front Seat Shoulder Belts.

Two Rear-Seat Shoulder Belt Attaching Provisions.

New built-in type Front-Seat Head Restraints with Javelin bucket seats.
High-Strength Seat Anchorages.

Front Seat-Back Automatic Lock with Manual Release.

New high-position manual release for all bucket seats.

CONTROLS & INSTRUMENTS:

New Anti-Theft Ignition, Steering & Transmission Lock (with warning buzzer).

Energy-Absorbing Steering Column (new, improved design for '70).

Deep-Dish Energy-Absorbing Steering Wheel (new, 2-spoke design for '70).

New Rim-Blow Steering Wheel on Javelin SST.

Safety-Styled & Padded Instrument Panel.

Anti-Glare Finish for Instrument Panel, Steering Wheel, Inside Moldings, etc.

Padded Sun Visors, Two.

Safety-Shaped Instrument Panel Control Knobs.

Low-Profile, Soft-Window-Control Knobs.

Padded Armrests.

Uniform Shift-Quadrant for Automatic Transmission.

Break-Away Front Ash Tray with Ball-Bearing Slides.

Variable-Intensity Green Night-Lighting for Instruments (shielded against reflection).

LOCKS & DOORS:

Pre-Set Impulse Door Locking System.

High-Strength Door Locks & Hinges.

Flush-Contoured Outside Door Handles.

Paddle-Type Inside Door Handles Shielded by Armrests.

New In-Instrument-Panel Glove-Box Lock/Latch Location.

New Console Glove-Box Lock (was magnet).

Two-Key Locking System.

Two Position Stops for Doors.

BODY CONSTRUCTION:

All-Steel "Advanced Unit Construction" with front-end designed to limit steering column rearward movement in accidents.

High-Strength, Laminated Safety Windshield.

New, Exclusive "Chemcor" Type for even greater safety in Javelin.

1970 Javelin

Safe-Command Safety Features

BODY CONSTRUCTION cont.:

Tempered Safety Glass for Side & Rear Windows.
Molded Fiberglass Ceiling.
Padded Instrument Panel & Sun Visors.
Padded Front Pillars & Side Headers.
Dual-Action Safety Hood Latch.
Counterbalanced Hood & Trunk Lid.

CHASSIS & RELATED ITEMS:

Double-Safety Brake System (dual chamber master cylinder).
Hydraulic Brake System Warning Light.
Corrosion-Resistant Brake Lines & Fittings.
Self-Adjusting Brake Linings.
Step-On Parking Brake (warning Light in Opt. Light Group).
Mechanical Stop Light Switch.
Safety-Rim Wheels.
Fiberglass-Belted Tires.
Tread-Wear Indicators Molded Into Tire Tread.
"Guard-Glo" Headlights with readily-adjustable aiming.
Front Park/Turn Lights Stay On with Headlights.
High-Strength Fuel Tank Mounting.

GENERAL EQUIPMENT:

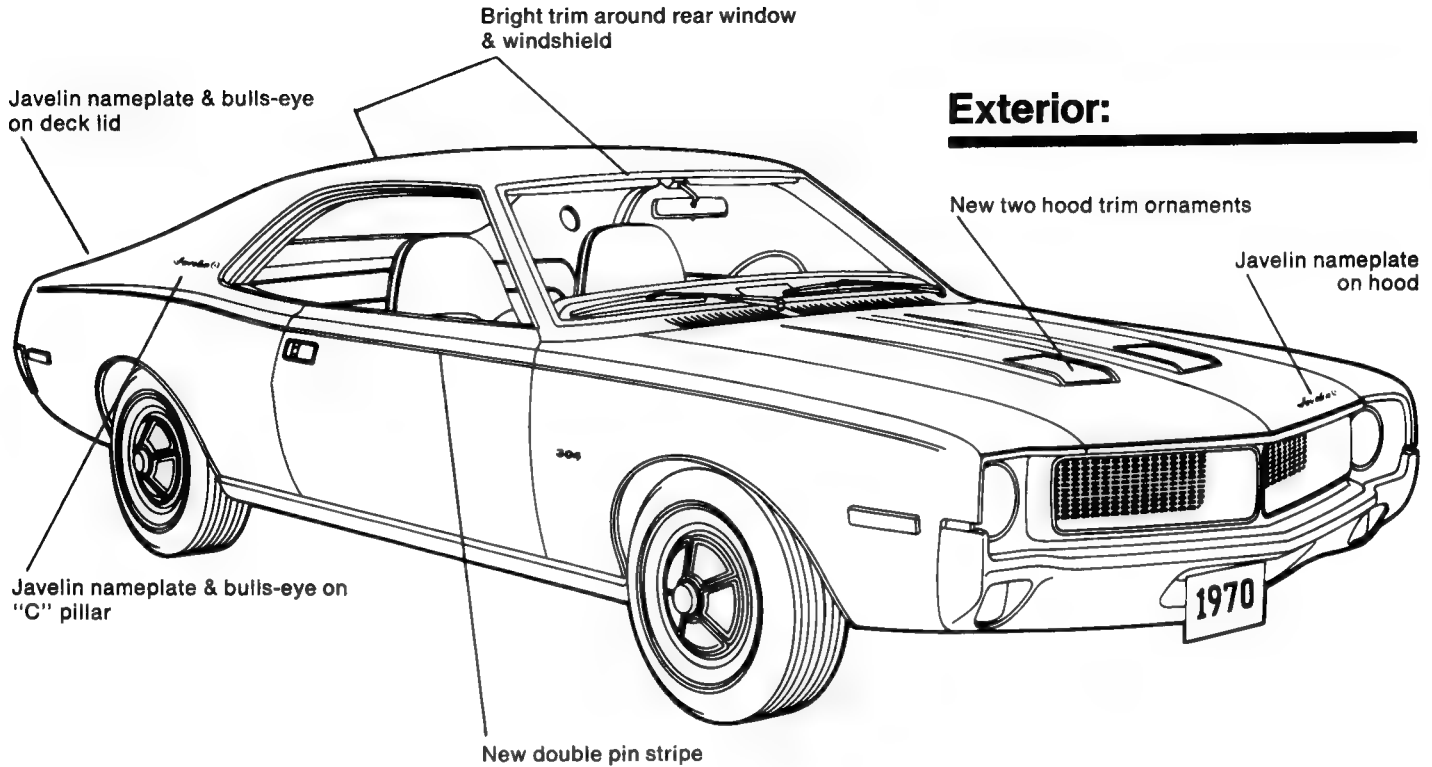
Manual Lane-Changer Feature for Self-Cancelling Turn Signals.
4-Way Hazard Warning Flashers.
Side-of-Car Safety Marker Lights, Front & Rear.
Automatic Back-Up Lights.
Inside Rear-View Mirror with Soft Frame & Twin-Ball-Joint Mount.
New 12" Day/Nite Mirror replaces 9-1/2" as standard.
Left-Side Rear-View Mirror (Remote-Control Mirror in Opt. Visibility & Convenience Groups). New streamlined head encases rectangular mirror for both types. Standard mirror is chrome. Remote-control for Javelin has chrome base with head painted matching body color.
Safety Type Sun Visor Vanity Mirror in Optional Visibility & Convenience Groups.
Manual Windshield Washers (with new actuating feature as part of wiper control knob...replaces foot pump). Elec. Wipers with Elec. Washers, Opt. (also in Opt. Vis. Group). New Windshield Washer Solvent for Improved Cleaning Action.
Variable-Speed Windshield Wipers (vacuum-powered) with Anti-Glare Finish. Electric Wipers with Electric Washers, Optional (also in Opt. Visibility Group).
Windshield Defrosters (part of standard Weather-Eye Heating).
Rear-Window Defogger Fan, Dealer-Installed Accessory.
New Low-Fuel-Warning Light in Optional Light Group.

1970 Javelin

Series Features

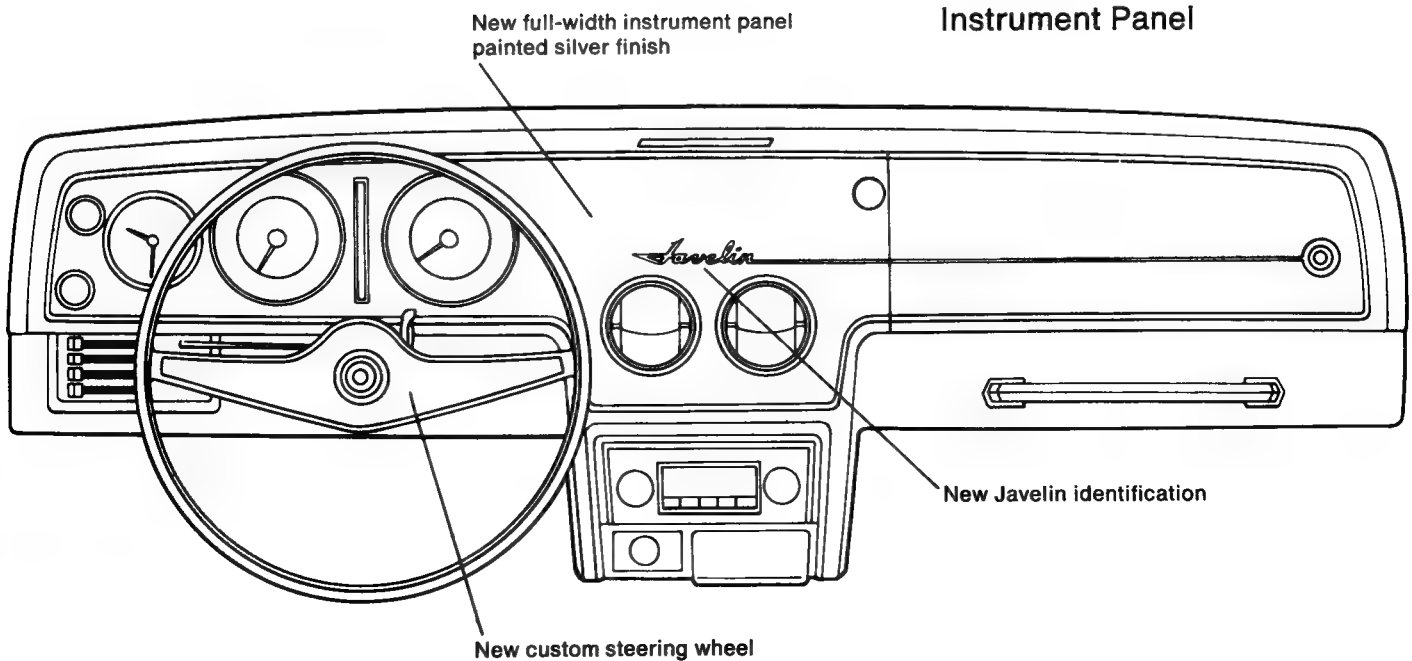
Javelin (Basic) Features

Exterior:



Interior:

Instrument Panel



1970 Javelin

Series Features

Javelin (basic) features

EXTERIOR

Javelin nameplate and bull's-eye emblem on hood, "C" pillar and rear deck lid

Twin-line painted pin stripe

New hub caps

Bright trim around windshield and rear window

New bright hood trim ornaments simulating louvers

INTERIOR

232 cubic inch, 1-V, 145 H.P. engine standard

New full-width instrument panel with painted silver finish

New Javelin nameplate and bull's-eye styling on instrument panel

New custom steering wheel

New high-back bucket seats

100% nylon cut pile carpeting

Unique door trim panels

Unique seat pattern and selection of 5 vinyl colors (was 2)

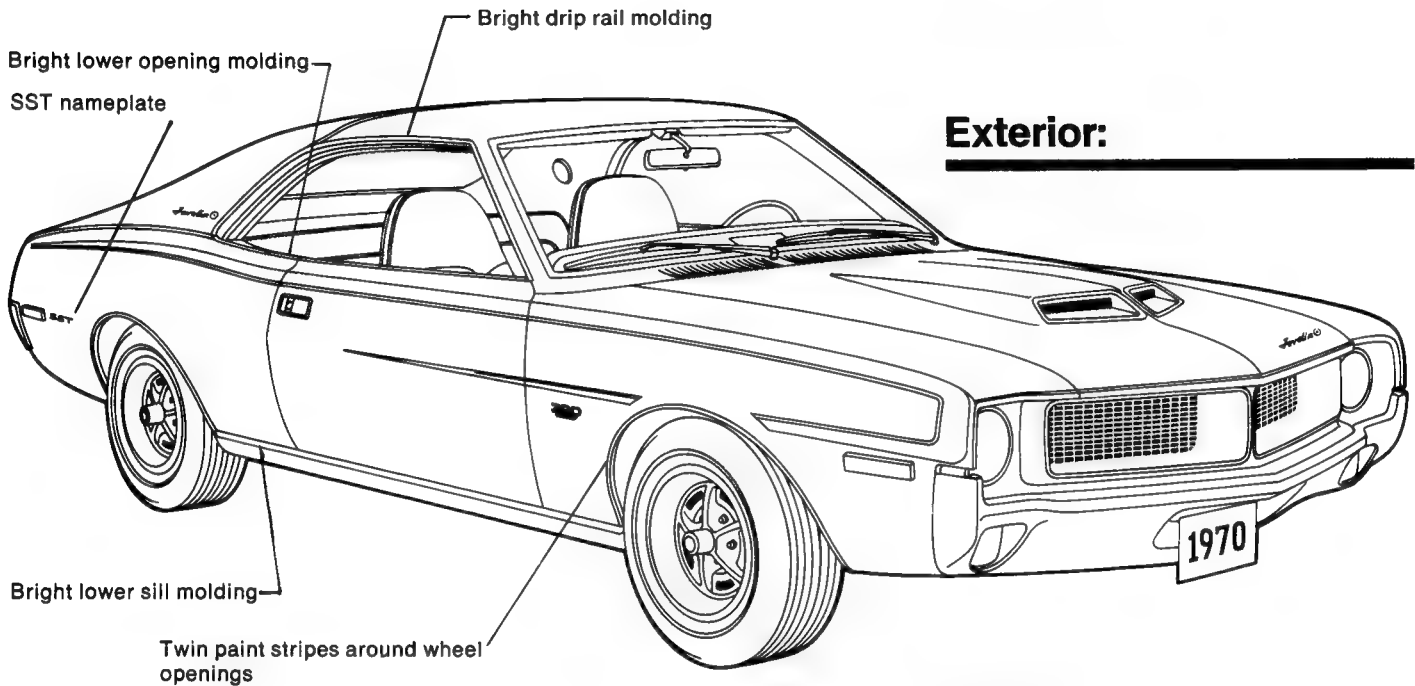
1970 Javelin

Series Features

Javelin SST:

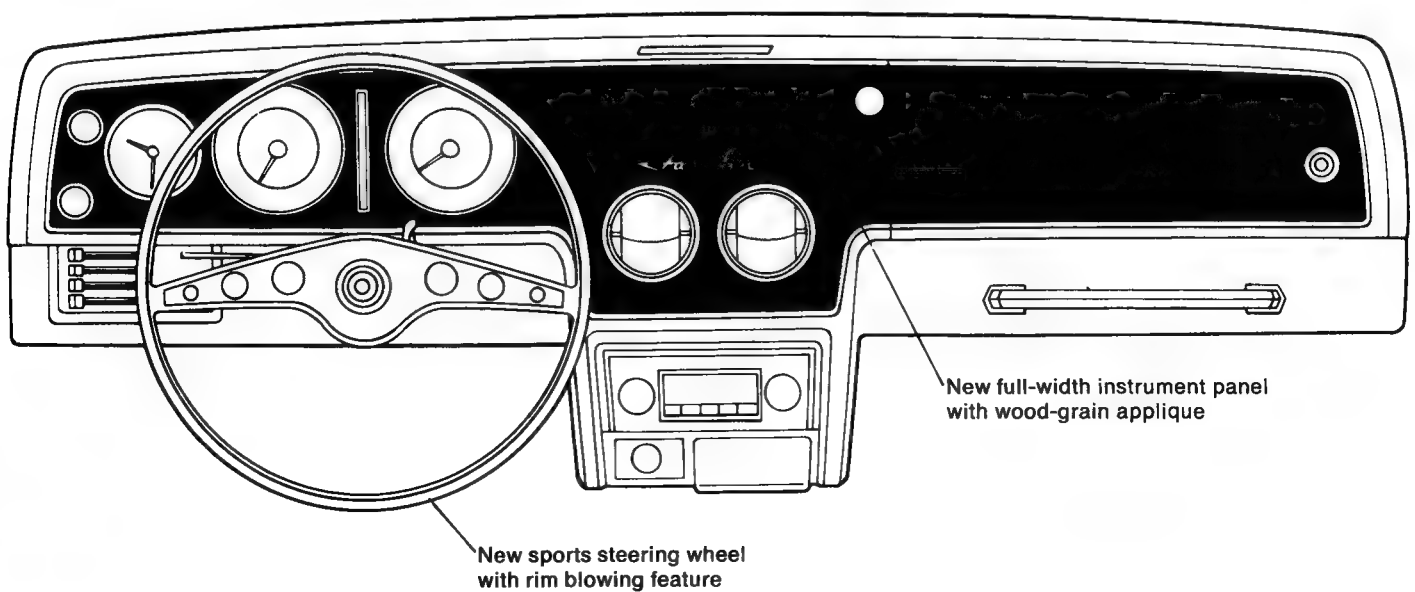
Same as Javelin basic
except as noted below

Exterior:



Interior:

Instrument Panel



1970 Javelin

Series Features

Javelin SST Features

EXTERIOR

Bright drip-rail moldings
Bright lower window opening moldings
SST nameplate on rear fender
Bright lower sill panel moldings
Twin paint stripes around wheel openings
New mag-styled wheel discs

INTERIOR

New full-width instrument panel with wood-grain applique
New door trim panels with wood-grain applique on armrest
New pull-handles on door trim panels
New seat pattern and fabric design. Nylon corduroy or genuine leather optional at extra cost.
Bright pedal trim
Center armrest and center cushion standard when console not ordered
Sports steering wheel with horn blowing rim around entire wheel

1970 Javelin

Engine, Mechanical & Related Changes

All V-8 engines have higher horsepower and torque ratings as a result of larger displacement and/or detailed refinements for improved all-round performance and responsiveness. The scope of V-8 engine changes are as follows:

304 CID-2B/210 HP replaces 290 CID-2B/200 HP (no 4-barrel version).

- a. 14 cubic inch displacement increase accomplished with longer-stroke cast crankshaft (same as 360). Bore/Stroke = 3.75" x 3.44".
- b. New exhaust-port size and shape for cylinder heads.
- c. New valve springs assure positive sealing action.

360 CID-2 & 4B/245 & 290 HP replaces 343 CID-2 & 4B/235 & 280 HP

- a. 17 cubic-inch displacement increase accomplished with longer-stroke cast crankshaft (same as 304). Bore/Stroke = 4.08" x 3.44".
- b. New exhaust-port size and shape for cylinder heads (same as 390).
- c. 4-barrel 360 uses larger intake manifold (same as current 390).
- d. 4-barrel 360 uses new, better quality, higher-flow 4-barrel carburetor.
- e. New valve springs assure positive sealing action.

390 CID-4B/325 HP replaces 390 CID-4B/315 HP

- a. New exhaust-port size and shape for cylinder heads (same as 360).
- b. New, better quality, higher-flow 4-barrel carburetor.
- c. New, higher-performance camshaft standard for 390.
- d. New, stronger design for 390 forged-steel connecting rods.
- e. Forged-steel crankshaft continues. Same Bore/Stroke = 4.165" x 3.574".
- f. New valve springs assure positive sealing action.

All 6-cylinder engines have the same horsepower and torque ratings, but with improved carburetors. The 232-1B engine uses a new Carter YF carburetor (replacing Carter RBS and Holley 1931). The new YF model is of better quality for more uniform or consistent performance. The 232-2B engine continues with the Carter WCD 2-barrel carburetor.

All V-8's and 6's have a new "dual-diaphragm" distributor (except 390 v-8). This more expensive ignition feature improves initial acceleration ("livelier" feel), and permits a retarded spark to idle to further aid exhaust emission.

NEW FUNCTIONAL "RAM-AIR" Hood Scoop for Javelin "GO" Package

Optional 'GO' packages with 360-4B & 390-4B V-8's have a significant new feature...a functional hood scoop for power gains with high-performance appearance. The new AMX "power-blister" hood (non-functional in standard form) is used with twin air openings on package-equipped Javelins. At nearly full throttle, a vacuum, actuated solenoid opens a by-pass valve to permit outside cold-ram-air entry to the carburetor air cleaner. Cold air provides a denser air "charge" for power gains than under-hood hot air.

1970 Javelin

Engine, Mechanical & Related Changes

JAVELIN "GO" Package

360-4B or 390 V-8
"Ram-Air" Hood Scoop
(replaces simulated scoops)
Dual Exhaust System
Power Disc Brakes (front)
E70x14 Polyglas Red-Line Tires
6" Rim-Width Regular Wheels
Handling Package
(D78x14 Black Polyglas Tires Std.)

4-SPEED TRANSMISSION (All-Synchromesh, Close-Ratio)

The short-throw, quick-action Hurst shifting linkage became standard in late Dec. '68 (running change), and continues for the '70 Javelin V-8's. The name "Hurst", recognized by performance-minded enthusiasts, appears on the shift lever. The rugged T-10 Warner Gear 4-speed "box" continues optional in Javelin V-8's (360-4B & 390-4B).

NEW TYPE of SAFETY WINDSHIELD for All Javelins

- a. New exclusive AM safety feature for 1970 giving greater all-round safety for driver and passengers. Developed for AM by Corning Glass Works.
- b. New laminated glass with "Chemcor (TM)" thin inner pane is 2/3 as thick and 30% lighter than '69 type.
- c. Test results confirm the following benefits:
 1. Virtual elimination of disfiguring lacerations, even in high speed, turnpike accidents. When the glass breaks, it "dices" into minute, blunt-edged granules that will not cut.
 2. The inner pane will not break (it flexes) in most low-to-medium speed "around town" accidents. Passengers may receive a bump on the head. That's all.
 3. The efficiency of the proven high-penetration-resistance plastic interlayer is increased to more effectively keep passengers inside the automobile in instances of high speed crashes.
 4. Windshield defrosting is accomplished in about 30 percent less time for safer winter driving since the glass is 2/3 as thick as conventional, and thus conducts heat quicker.

NEW "TWIN-BALL-JOINT" Front Suspension

- a. Two ball-joints assure smoother, less-friction action (was one).
- b. Geometric "anti-dive" is built in to reduce "nose-down" tendency under braking conditions.
- c. More stability in turns (race-track proven).

1970 Javelin

Engine, Mechanical & Related Changes

NEW "TWIN-BALL-JOINT" Front Suspension cont.

- d. Smoother ride with new location of spring and shock (permits "lower-rate" springs).
- e. Quieter ride with rubber bumper relocated from upper to lower control arm to isolate noise in full jounce condition.
- f. Reduced turning effort with manual steering.
- g. Knuckle-pin inclination angle increased for faster wheel return.
- h. Longer service life predicted.
- i. Easy to adjust (& stays adjusted).

NEW "ANTI-THEFT" Lockable Steering Column

- a. One key lock ignition, steering wheel & transmission lever.
- b. If ignition key is left in "off or lock" positions when parking, and door is opened, a buzzer warns driver to remove key (mounted on right side of steering column just under the wheel).
- c. Transmission must be put in proper position for locking before key can be turned to "lock" position, and removed (as a further safeguard). Shift-Command transmission (column-or console shift) is locked as shift lever is put in "park". For Manual transmissions (column or floor shift), lock action occurs with lever put in reverse.
- d. With key removed, steering wheel is locked in any position.
- e. Safer for children in an unattended car.

NEW TYPE of ENERGY-ABSORBING Safety Steering Column

- a. Present "bellows" type jacket design replaced with new ball-bearing "sleeve" type for controlled-collapsing action in the event of an accident.
- b. Impact protection same as previous type but considered to be a more advanced mechanical method of accomplishing the same purpose.

NEW "VARIABLE-RATIO" Power Steering Option (Replaces '69 "fixed-ratio" type)

- a. Permits faster steering response in turns.
- b. Easier parking.
- c. Requires fewer wheel turns without increasing steering effort.
- d. No change in straight-ahead road feel.
- e. Manual steering (fixed-ratio) continues standard. "Quick-Ratio" manual steering continues optional for Javelin and recommended only for special performance/racing conditions due to increased manual effort.

1970 Javelin

Engine, Mechanical & Related Changes

NEW "78-ASPECT-RATIO, Fiberglass-Belted" Tires Standard

- a. C78x14 standard on six, D78x14 standard on V-8.
- b. New F70x14 Polyglas tire is optional together with 14" x 6" racing style wheels. The F70x14 tire has raised white lettering on the sidewall.
- c. E70x14 Polyglas red-line tires continue as optional and will be included as part of the "Go" package.

NEW "RIM-BLOW" feature for Sports Steering Wheel

- a. New wheel combines current wood-grain sports look with new "rim-blow" feature. Horn blows by squeezing the steering-wheel rin any place (contact on inner surface of rim).
- b. More convenient and reduces drivers reaction time.
- c. Standard on high-line Javelin. New 2-spoke design replaces 3-spokes.

NEW PLUG-IN SOCKET in Main Wiring Harness (running change)

- a. Junction connection for main wiring harness passing thru firewall.
- b. Uniform quality with less chance of damage to wires.
- c. Easier to service and more reliable.

NEW LOW-FUEL-WARNING LIGHT

- a. Included in "Light Group" option.
- b. Red light in fuel gauge warns driver (and stays on) when supply drops to about 2 gallons (minimum).

NEW MANUAL Control for Windshield Washer

Manual washers continue standard but with new actuating feature as part of wiper control knob (replaces foot pump). Electric washers and electric wipers continue in optional "Visibility Group".

JAVELIN Brake Availability:

- a. Improved drum brakes for Javelin -6 with reinforced anchor pins, heavier web-sectioned shoes and an added shoe-guide plate for greater durability and longer service life.
- b. Brake diameter and drum types:

Javelin-6

9" diameter, plain drums (std.)
9" diameter, cross-ribbed drums (opt.)

Javelin V-8

10" diameter, flared drums

1970 Javelin

Engine, Mechanical & Related Changes

Power Brakes are an extra-cost option on all Javelins.
Power Disc Brakes (front) are an extra-cost option on all Javelin V-8 models. This option features 10" flared-drum rear brakes with a proportioning valve in the hydraulic circuit.

1970 Javelin

Engine, Transmission & Rear Axle Availability

Engine	Transmission	Rear	Axle
		Std.	Opt.**
145 HP Torque-Command 232 CID Six Standard	+3-Speed Manual;Floor (std.)	3.08:1	3.31:1
	Shift-Command Automatic; Column (opt.)	3.08:1	3.31:1
210 HP Typhoon V-8 304 CID Optional	+3-Speed Manual;Floor (std.)	3.15:1	3.54:1
	Shift-Command Automatic; Column (opt.)	2.87:1	3.15:1
	Shift-Command Automatic; Console (opt.)	2.87:1	3.15:1
245 HP Typhoon V-8 360 CID Optional	Shift-Command Automatic; Column (opt.)	2.87:1	3.15:1
	Shift-Command Automatic; Console (opt.)	2.87:1	3.15:1
290 HP Typhoon V-8 360 CID Optional	Shift-Command Automatic; Column (opt.)	2.87:1***	3.15:1 3.54:1
	Shift-Command Automatic; Console (opt.)	2.87:1***	3.15:1 3.54:1
	+4-Speed Manual;Floor (opt.)	3.54:1	3.15:1 #3.91:1
325 HP AMX V-8 390 CID* Optional	Shift-Command Automatic; Console (opt.)	2.87:1***	3.15:1 3.54:1
	+4-Speed Manual;Floor (opt.)	3.54:1	3.15:1 #3.91:1

+ 3 and 4 Speed Manual Transmission have fully Synchronized gearing.

*Dual exhaust optional on 290 HP and Standard on 325 HP.

**Available at extra cost.

***3.15:1 standard with "Go" packages, 2.87 & 3.54 optional.

#Available only with Twin-Grip Differential.

1970 Javelin

Retained Standard Features

BODY:

"Advanced Unit Construction" combining body & frame into one structure. Outer front fenders are bolted on.
"Deep-Dip" Rustproofing.
Entire lower body (except roof) dipped in rustproofing solution.
"Lustre-Gard" Acrylic Enamel. Triple coats, baked-on finish.
"Cushioned-Acoustical" Molded Fiberglass Ceilings.
Body Sound Insulation.
Foam-Cushion Front-Seat Pads.
New High-Back-Contoured Bucket Seats (non-reclining for '70).
"Weather-Eye Heating & Ventilating System.
Ventless Side Windows.
Curved Side Windows.
Ball-Bearing Ash Tray for Instrument Panel.
Deep-Sectioned, Wrap-Around Bumpers, front & rear (rubber-faced rear guards are optional).
Side-of-Car Scissors=Action Tire Jack.
"Space-Saver" Spare Tire (optional & included with optional set of four styled-steel wheels).
New "78-Aspect-Ratio, Fiberglass Belted" Tires.
Flush-Contoured Outside Door Handles.

MECHANICAL:

New "Twin-Ball-Joint" Front Suspension Design.
Coil Front/Leaf Rear.
Suspended Operating Pedals.
Step-On Parking Brake.
Self-Adjusting Brakes.
Anti-Smog Exhaust Emission Systems.
Automatic Choke with Thermostatically-Controlled Carburetor Air Cleaner.
All-Synchromesh, 3-Speed Manual Transmission for Javelin-6 & 304 V-8.
All-Synchromesh, 4-Speed, Close-Ratio Transmission, Optional on Javelin V-8's (290 hp & 325 hp). With quick-action "Hurst" linkage.

ELECTRICAL:

Electronic Alternator & Transistorized Voltage Regulator.
"Clear-Power" Battery with translucent side case.
"Guard-Glo" Headlights.
Central Fuse Panel.
New Plug-In Socket for Main Wiring Harness (running change).
Space-Age Printed Circuit for Instrument Panel.

1970 Javelin

Tire Availability

TIRE SIZES (all Fiberglass-Belted)	JAVELIN	
	6	V-8
C78 x 14, Black	STD	NA
C78 x 14, Whitewall	OPT	NA
D78 x 14, Black	OPT	STD
D78 x 14, Whitewall	OPT	OPT
E70 x 14, Red-Line	OPT	OPT+
*F70 x 14, Black with Raised White Lettering	NA	OPT+

+Also included in Performance Groups.

*Order with Mag-Style Wheels.

1970 Javelin

Factory Installed Options

	BASIC	SST
PAINT/VINYL ROOF: (See Trim Charts)		
Additional Charge for Deviation from Standard		
Javelin Color Availability	E	E
Vinyl-Covered Roof (N/A w/Roof Spoiler)		
-Black	E	E
-White	E	E
-Blue	E	E
TRIM/SEAT: (See Trim Charts)		
Bucket Seat - Vinyl	STD	NA
-Vinyl(Ventilair)	NA	STD
-"Corduroy" Fabric	NA	E
-Leather	NA	E
ENGINES:		
145 H.P. -232 CID, 1-Barrel	STD	STD
210 H.P. -304 CID, 2-Barrel	E	E
Additional Charge over Base 210 H.P. -304 CID, V-8, 2-Barrel For:		
245 H.P. -360 CID, V-8, 2-Barrel	E	E
290 H.P. -360 CID, V-8, 4-Barrel	E	E
325 H.P. -390 CID, V-8, 4-Barrel	E	E
PERFORMANCE:		
360 "Go" Package - 360 CID, 4-Bbl. Engine, Dual Exhaust System, Power Front Disc Brakes, E70x14 Red-Line Wide-Profile Tires, 6" Rim-Width Regular Wheels, Handling Package & Ram-Air Induction System w/AMX Hood	E	E
390 "Go" Package - Same as above except 390 CID, 4-Bbl. Engine	E	E
Dual Exhaust System - For 360 CID, 4-Bbl. Engine (Std. on 390 CID)	E	E
140 MPH Speedometer & Tachometer (V-8 only)	E	E
Twin-Grip Differential (Recommended with "GO" Pkg.)	E	E
Quick-Ratio Manual Steering (Recommended only for special performance/racing)	E	E

E - Extra Cost
NA - Not Available
STD - Standard
D-Delete Option

1970 Javelin

Factory Installed Options

TRANSMISSIONS:	BASIC	SST
Shift-Command, Column Shift-6-Cylinder -304 & 360 CID V-8's	E	E
Shift-Command, Floor Shift & Console -All V-8's	E	E
4-Speed Full-Synchromesh, Floor Shift -290 & 325 HP V-8's	E	E
3-Speed Full-Synchromesh, Floor Shift -6-Cylinder & 304 CID, V-8	STD	STD
POWER:		
Power Steering (Recommended w/Air Conditioning)	E	E
Power Brakes	E	E
Power Disc Brakes, Front (V-8 only)	E	E
AUDIO:		
AM Push-Button Radio	E	E
AM/FM Push-Button Radio	E	E
Rear Speaker -w/Radio only	E	E
8-Track Stereo Tape Player w/Manual Radio & 2-Rear Speakers	E	E
CONVENIENCE:		
Console only (Shift-Command, Column Shift)	E	E
Center Armrest & Center Cushion - Front (N/A w/Console)	E	STD
All-Season Air Conditioning System -H.D. Engine Cooling System, 50-Amp. Battery & 55-Amp. Alternator (60-Amp. Battery Std. w/360 & 390 V-8)	E	E
Command-Air Ventilation System	E	E
Tinted Glass - All Windows (Recommended w/A/C)	E	E
-Windshield	E	E
Adjust-O-Tilt Steering Wheel	E	E
Visibility Group - Includes Convenience Group, Electric Windshield Wipers & Electric Washers	E	E

1970 Javelin

Factory Installed Options

	BASIC	SST
CONVENIENCE cont.:		
Electric Windshield Wipers & Elec. Washers	E	E
Light Group - Trunk Light, Two Courtesy Lights, Glove Box Light, Parking Brake Warning Light & Map Light	E	E
Space-Saver Spare Tire (Std. w/Styled Steel Wheels)	E	E
Convenience Group - Remote-Control Left Outside Mirror (Painted Body Color), Visor Vanity Mirror & Clock (Electric)	E	E
PROTECTION ITEMS:		
Bumper Guards - Rear	E	E
Insulation Group - Undercoating & Hood Insulation	E	E
APPEARANCE:		
Wheel Discs (4)	E	STD
Turbo-Cast Wheel Covers (4)	E	E
Wire Wheel Covers (4)	E	E
Styled Steel Wheels (4) 14"x6" - Includes Space-Saver Spare Tire w/Regular Wheel	E	E
Rocker Panel Molding (Simulated Exhaust Type)	E	E
Roof Spoiler (N/A w/Vinyl Roof)	E	E
Rally Side Stripes (See Trim Chart)	E	E

1970 Javelin

Factory Installed Options

BASIC SST

HEAVY DUTY:

Heavy-Duty Engine Cooling System -H.D. Radiator, Power-Flex Fan & Fan Shroud (Std. w/Air Conditioning)

E E

Heavy-Duty 70-Amp. Battery

E E

Cold Start Package - 70-Amp. Battery & 55-Amp. Alternator (For Cars less Air Conditioning or Command Air)

E E

Handling Package (6-Cylinder) -Front Sway Bar, H.D. Springs & Shock Absorbers

E E

Handling Package (V-8) -H.D. Springs & Shock Absorbers

E E

Engine Block Heater

E E

MISCELLANEOUS:

Fuel Tank Vapor Emission Control System
(Required by State of California)

E E

1970 JAVELIN (Base Line) SEAT, TRIM & COLOR AVAILABILITY			Trim			Standard "Rattan" Vinyl						
			Trim Colors			Black	Blue	Green	Red	Brown		
Model	Seat Type Available		"T" Codes			061	063	064	065	066		
2-Door Hardtop	Bucket Seats, Non-Reclining High Backs					J	J	J	J	J		
Exterior Colors 14 Standard Colors			Body Color	Wheel Color (Black w/Discs)	Std. Paint Stripes		Optional Rally Stripes					
					Black	White	Black	White	Red			
Frost White	72	1	●		●		●	●	▲	●	●	●
Matador Red	39	39		●	●	●				●		
Hialeah Yellow	58	1	●		●	●				●		
Bittersweet Orange, Metallic	79	79	●		●	●				●		●
Bayshore Blue, Metallic (Medium)	82	84	●		●	●		▲	▲			
Commodore Blue, Metallic (Dark)	84	84		●	●	●		▲	▲			
Mosport Green, Metallic (Medium)	86	87	●		●	●		●		●		●
Glen Green, Metallic (Dark)	87	87		●	●	●		●		●		●
Golden Lime, Metallic	90	90	●		●	●		●		●		●
Tijuana Tan, Metallic	91	94	●		●	●		●				●
Sonic Silver, Metallic	95	1			●	●		●			●	
Big-Bad Blue	2	1	●		●	●		●	●			●
Big-Bad Orange	3	1	●		●	●		●				●
Big-Bad Green	4	1	●		●	●		●		●		●

▲ Blue vinyl roof is optional **only** with exterior colors marked ▲.
 Black or White vinyl roof is optional with **all** exterior colors.
 Optional vinyl roof **not** available with optional roof spoiler.
 Optional rally stripe replaces standard paint stripe.

1970 JAVELIN SST SEAT, TRIM & COLOR AVAILABILITY				Trim		Standard "Ventilair" Vinyl					Optional "Corduroy" Fabric					Optional Genuine Leather			
				Trim Colors		Black	Blue	Green	Red	Brown	Black	Blue	Green	Red	Brown	Black	Red	Brown	
Model	Seat Type Available			"T" Codes		061	063	064	065	066	061	063	064	065	066	061	065	066	
2-Door Hardtop	Bucket Seats, Non-Reclining High Backs					F	F	F	F	F	E	E	E	E	E	L	L	L	
				Body Color	Wheel Color (Black w/Discs)	Std. Paint Stripes		Optional Rally Stripes											
						Black	White	Black	White	Red									
Exterior Colors 14 Standard Colors																			
Frost White				72	1	●		●		●	▲	●	●	●	●	●	●	●	●
Matador Red				39	39		●	●	●		●				●		●	●	●
Hialeah Yellow				58	1	●		●	●		●			●			●		●
Bittersweet Orange, Metallic				79	79	●		●	●		●				●		●		●
Bayshore Blue, Metallic (Medium)				82	84	●		●	●		▲	▲			▲	▲		▲	
Commodore Blue, Metallic (Dark)				84	84		●	●	●		▲	▲			▲	▲		▲	
Mosport Green, Metallic (Medium)				86	87	●		●	●		●		●		●		●	●	●
Glen Green, Metallic (Dark)				87	87		●	●	●		●		●		●		●	●	●
Golden Lime, Metallic				90	90	●		●	●		●		●		●		●	●	●
Tijuana Tan, Metallic				91	94	●		●	●		●					●	●	●	●
Sonic Silver, Metallic				95	1	●		●	●		●				●		●	●	●
Big-Bad Blue				2	1	●		●	●		●	●				●	●	●	●
Big-Bad Orange				3	1	●		●	●		●					●	●	●	●
Big-Bad Green				4	1	●		●	●		●		●			●	●	●	●

▲ Blue vinyl roof is optional **only** with exterior colors marked ▲.
 Black or White vinyl roof is optional with **all** exterior colors.
 Optional vinyl roof **not** available with optional roof spoiler.
 Standard wheel opening paint stripe color will match color selected for optional rally stripe.

1970 Javelin

Special Red, White & Blue Javelin

SPECIAL JAVELIN SST MODEL FOR 1970 ANNOUNCEMENT PERIOD

A group of 100 specially-equipped Javelin SST's will be produced and distributed to pre-selected AM dealers to tie-in with the announcement advertising campaign which is based on a unique, attention-getting theme emphasizing performance. All of the 100 cars will be painted in the Red/White/Blue racing theme and will be equipped with special "Trans-Am" design front and rear-deck spoilers.

In addition, the normal factory-installed 390 "Go" package plus related performance options will be included. The equipment for these limited-edition promotion models is listed as follows:

Regular Javelin SST, Model #7079-7

Special Red-White-Blue Racing Exterior Paint Scheme:

Matador Red P39 (front)

Frost White P72 (mid)

Commodore Blue P84 (rear)

Special "Trans-Am" Front Lower Spoiler

Special "Trans-Am" Rear-Deck Spoiler (not roof spoiler)

Delete Wheel-Opening Paint Stripes (Standard on SST)

Delete Rocker-Panel Moldings (Standard on SST)

Regular Options (or equipment) as follows:

Black Vinyl SST Interior, T 061-F (Standard)

Center Cushion and Fold-Down Armrest (Standard)

390 "Go" Package: Ram-Air Hood

Dual Exhaust System

Power Disc Brakes (Front)

Handling Package

(less E70x14 Red-Line Tires)

F70x14 White-Lettered Tires, Four

14"x6" Mag-Style Wheels, Four (plus "Space-Saver" Spare on regular wheel)

4-Speed Synchromesh Transmission with Hurst Floor Shift
Twin-Grip Differential

3.91:1 Axle Ratio (in place of standard 3.54 or optional 3.15)

Power Steering

Rim-Blow Sports Steering Wheel (Standard)

AM Push-Button Radio

Heavy-Duty Engine Cooling

Tachometer and 140 MPH Speedometer

Visibility Group

Light Group

AMX

5 AMX

1970 AMX

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1970 AMX

Product Highlights

Increased power and performance keynote the changes in the two-passenger AMX sports car for 1970. American Motors' new 290 horsepower, 360 CID V-8 becomes the basic engine, with the 390 cubic inch V-8, increased to 325 horsepower, a step-up option.

The performance-oriented AMX retains its distinctive appearance for 1970, but is slightly longer than its 1969 counterpart. Overall length has been increased from 177.22 inches to 179.04 inches to accommodate a longer hood with a new stamped-in power blister.

The power blister has dual openings which are screen-covered. With a new optional performance package, the power blister openings become part of a new functional ram-air induction system.

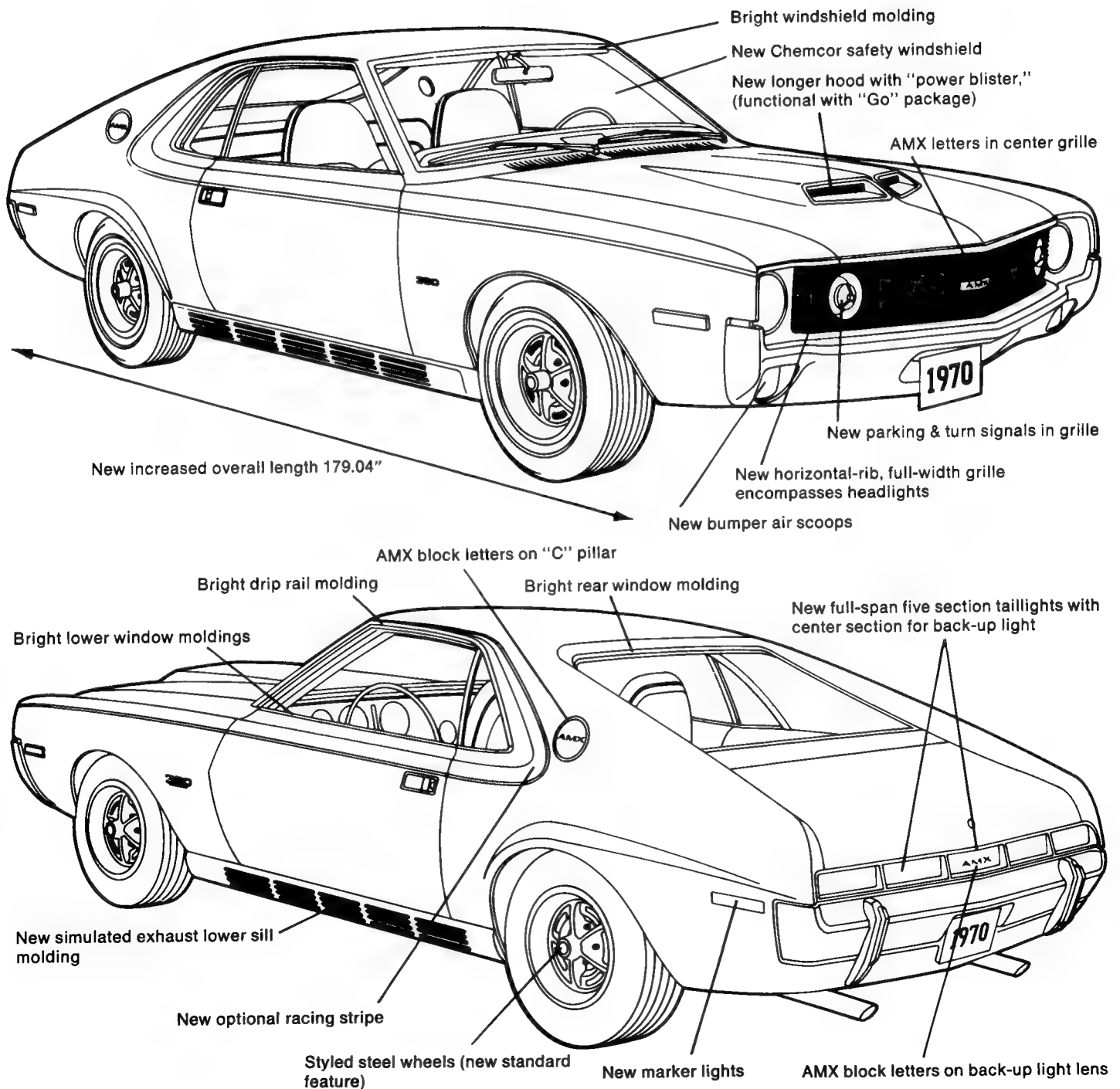
A new horizontal-rib, full-width grille which encompasses the large single headlights, and a new deep-sectional front bumper provide a wide-span, integral grille appearance. The bumper features semi-rectangular air scoops which aid brake cooling.

Fourteen-inch by six-inch mag-styled wheels, which were optional on the AMX in 1969, become standard for 1970.

A detailed description of the new AMX for 1970 follows:

1970 AMX

Exterior Styling Features



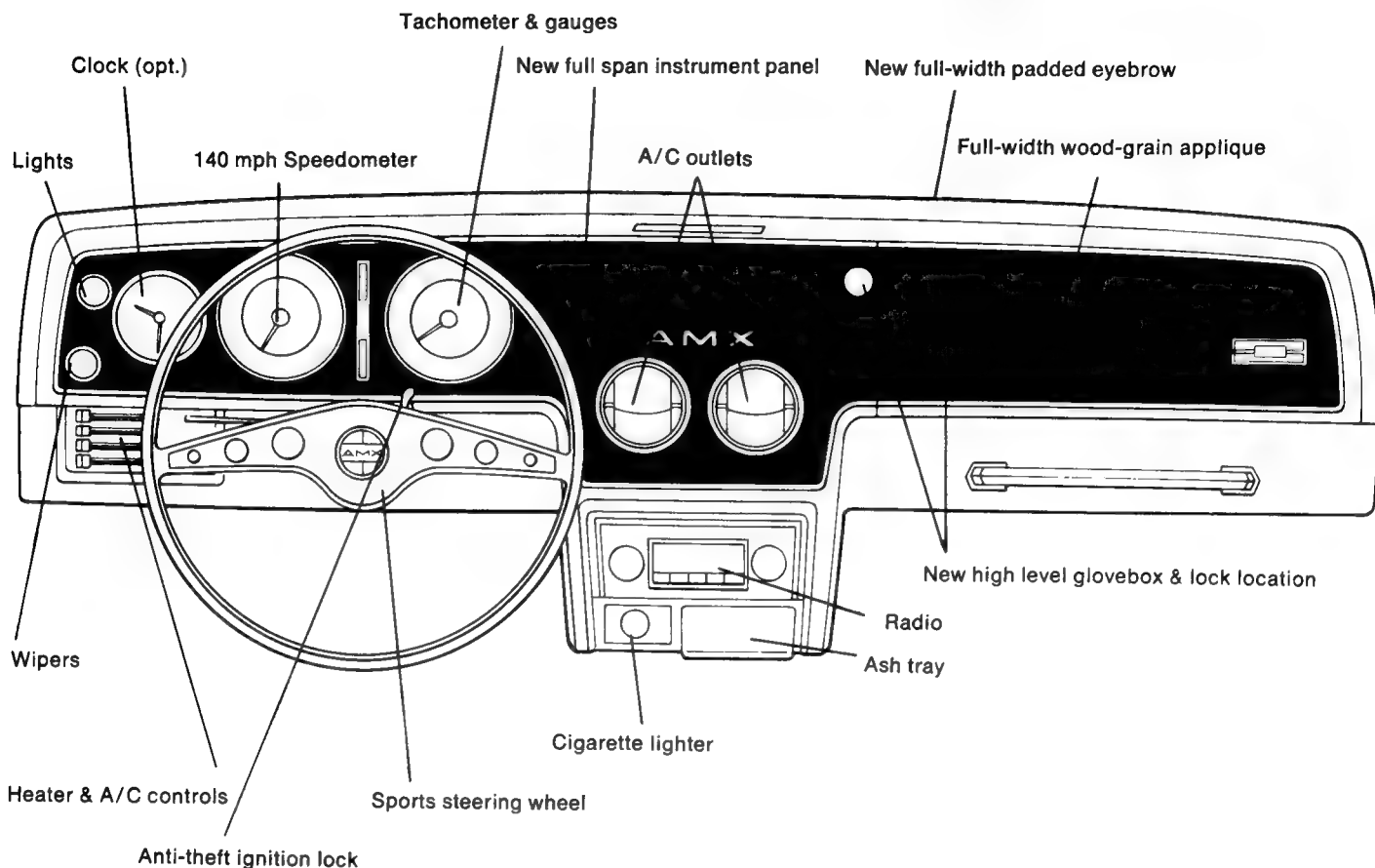
1970 AMX

Exterior Styling Features

- New - increased overall length in front (increased 1.82" to OAL 179.04").
- New - horizontal-rib, full-width grille encompasses headlights (molded plastic construction).
- New - deep-sectional front bumper with upper edge revised for wide-span, integral grille appearance.
- New - round grille-located parking/turn-signal lights.
- New - semi-rectangular bumper-located "air-scoops" (aids brake cooling).
- New - longer hood with "power-blister" stamped in hood with screen-covered dual openings.
- New - "Go" Package Option uses same "power-blister" hood, but with functional ram-air induction system (to the carburetor).
- New - front fender end caps to accept new front bumper.
- New - full-span five section taillight lens with center section for back-up light. (bulb-socket relocated in trunk eliminates being bumped loose by luggage).
- New - rear fender end caps to accept the new taillights.
- New - rally stripes optional.
- New - "Shadow" Black hood/upper-side optional 2-tone.
- New - standard feature for AMX ... 14" x 6" mag-styled wheels (was optional).

1970 AMX

Interior Styling Features



- New - full-span instrument panel with round recessed instruments.
- New - full-width "eyebrow" crash padding around top of panel.
- New - high-level glove box with new in-panel key location (added safety and convenience).
- New - headlight and wiper controls located cluster high (left side).
- New - red added to genuine leather seat trim option (Black, Red and Tan)...(was Black and Saddle in '69).
- New - upholstery materials, colors and design applications throughout interior.
- front door armrests with wood-grain inserts.
- Sports steering wheel with horn blowing rim around entire wheel.
- 140 MPH speedometer and 0-8000 RPM large face tachometer.
- passenger grab handle now located below instrument panel.
- 100% nylon, cut pile, molded carpet.
- bright pedal trim.
- selection of four interior Ventilair vinyl trims & ~~two~~ ^{THREE} optional leather trims.

1970 AMX

Dimensional Comparison 1970 vs. (1969)

	AMX Sports Coupe
Wheelbase	97.0 (97.0)
Length	179.0 (177.2)
Width	71.6 (71.6)
Height	51.4 (51.7)
Front Overhang	41.5 (39.7)
Rear Overhang	40.5 (40.5)
Front Tread	59.7 (58.4)
Rear Tread	57.0 (57.0)
Turning Circle, Feet	32.9 (33.5)
Head Room, Front	37.2 (37.2)
Head Room, Rear	--- ---
Leg Room, Front	43.0 (43.3)
Leg Room, Rear	--- ---
Hip Room, Front	57.6 (57.6)
Hip Room, Rear	--- ---
Shoulder Room, Front	55.0 (55.0)
Shoulder Room, Rear	--- ---
Usable Luggage Capacity, Cu. Ft.	9.6 (9.6)

1970 AMX

Safe-Command Safety Features

SEATING & SEAT BELTS:

Two Seat Belts with retractable feature.
Two Shoulder Belts.
New built-in type Front-Seat Head Restraints with AMX bucket seats.
High-Strength Seat Anchorages.
Front Seat-Back Automatic Lock with Manual Release.
New high-position manual release for all bucket seats.

CONTROLS & INSTRUMENTS:

New Anti-Theft Ignition, Steering & Transmission Lock (with warning buzzer).
Energy-Absorbing Steering Column (new, improved design for '70).
New Rim-Blow Steering Wheel.
Safety-Styled & Padded Instrument Panel.
Anti-Glare Finish for Instrument Panel, Steering Wheel, Inside Molding, etc.
Padded Sun Visors, Two.
Safety-Shaped Instrument Panel Control Knobs.
Low-Profile, Soft Window-Control Knobs.
Padded Armrests.
Uniform Shift-Quadrant for Automatic Transmission.
Break-Away Front Ash Tray with Ball-Bearing Slides.
Variable-Intensity Green Night-Lighting for Instruments (shielded against reflection).

LOCKS & DOORS:

Pre-Set Impulse Door Locking System.
High-Strength Door Locks & Hinges.
Flush-Contoured Outside Door Handles.
Paddle-Type Inside Door Handles Shielded by Armrests.
New In-Instrument-Panel Glove-Box Lock/Latch Location.
New Console Glove-Box Lock (was magnet).
Two-Key Locking System.
Two-Position Stop for Doors.

BODY CONSTRUCTION:

All-Steel "Advanced Unit Construction" with front-end designed to limit steering column rearward movement in accidents.
High-Strength Laminated Safety Windshield.
New, Exclusive "Chemcor" Type for even greater safety in AMX.
Tempered Safety Glass for Side & Rear Windows.
Molded Fiberglass Ceiling.
Padded Instrument Panel & Sun Visors.
Padded Front Pillars & Side Headers.
Dual-Action Safety Hood Latch.
Counterbalanced Hood & Trunk Lid.

1970 AMX

Safe-Command Safety Features

CHASSIS & RELATED ITEMS:

Double-Safety Brake System (dual chamber master cylinder).
Hydraulic Brake System Warning Light.
Corrosion-Resistant Brake Lines & Fittings.
Self-Adjusting Brake Linings.
Step-On Parking Brake (warning light in opt. Light Group).
Mechanical Stop Light Switch.
Safety-Rim Wheels.
Fiberglass-Belted Tires.
Tread-Wear Indicators Molded Into Tire Tread.
"Guard-Glo" Headlights with readily-adjustable aiming.
Front Park/Turn Lights stay On with Headlights.
High-Strength Fuel Tank Mounting.

GENERAL EQUIPMENT:

Manual Lane-Changer Feature for Self-Cancelling Turn Signals.
4-Way Hazard Warning Flashers.
Side-of-Car Safety Marker Lights, Front & Rear.
Automatic Back-Up Lights.
Inside Rear-View Mirror with Soft Frame & Twin-Ball-Joint Mount.
New 12" Day/Nite mirror replaces 9-1/2" as standard.
Left-Side Rear-View Mirror (Remote-Control Mirror in Opt. Visibility & Convenience Groups). New streamlined head encases rectangular mirror for both types. Standard mirror is chrome. Remote-Control for AMX has chrome base with head painted matching body color.
Safety Type Sun Visor Vanity Mirror in Optional Visibility & Convenience Groups.
Manual Windshield Washers (with new actuating feature as part of wiper control knob...replaces foot pump). Elec. Wipers with Elec. Washers, Opt. (also in Opt. Vis. Group). New Windshield Washer Solvent for Improved Cleaning Action.
Variable-Speed Windshield Wipers (vacuum-powered with Anti-Glare Finish. Electric Wipers with Electric Washers, Optional (also in Opt. Visibility Group).
Windshield Defrosters (part of standard Weather-Eye Heating).
New Low-Fuel-Warning Light in Optional Light Group.

1970 AMX

Engine, Mechanical & Related Changes

All V-8 engines have higher horsepower and torque ratings as a result of larger displacement and/or detailed refinements for improved all-round performance and responsiveness. The scope of V-8 engine changes are as follows:

360 CID-4B/290 HP replaces 343 CID-4B/280 HP

- a. 17 cubic-inch displacement increase accomplished with longer-stroke cast crankshaft (same as 304). Bore/Stroke = 4.08" x 3.44".
- b. New exhaust-port size and shape for cylinder heads (same as 390).
- c. 4-barrel 360 uses larger intake manifold (same as current 390).
- d. 4-barrel 360 uses new, better quality, higher-flow 4-barrel carburetor.
- e. New valve springs assure positive sealing action.

390 CID-4B/325 HP replaces 390 CID-4B/315 HP

- a. New exhaust-port size and shape for cylinder heads (same as 360).
- b. New, better quality, higher-flow 4-barrel carburetor.
- c. New, higher-performance camshaft standard for 390.
- d. New, stronger design for 390 forged-steel connecting rods.
- e. Forged-steel crankshaft continues. Same Bore/Stroke = 4.165" x 3.574".
- f. New valve springs assure positive sealing action.

360 CID has a new "dual-diaphragm" distributor. This more expensive ignition feature improves initial acceleration ("livelier" feel), and permits a retarded spark to idle to further aid exhaust emission.

NEW FUNCTIONAL "RAM-AIR" HOOD SCOOP FOR AMX "GO" PACKAGE

Optional "Go" packages with 360-4B & 390-4B V-8's have a significant new feature...a functional hood scoop for power gains with high-performance appearance. The new AMX "power-blister" hood (non-functional in standard form) is used with twin air openings on package-equipped AMX's. At nearly full throttle, a vacuum-actuated solenoid opens a by-pass valve to permit outside cold-ram-air entry to the carburetor air cleaner. Cold air provides air "charge" for power gains than under-hood hot air.

AMX "Go" Package:

360-4B (std.) or 390 V-8

"Ram-Air" Hood Scoop with Cold-Air Pkg.

Power Disc Brakes (front)

F70x14 Polyglas White-Letter Tires

Handling Package (Heavy Duty Springs and Shocks)

Twin-Grip Differential

Heavy-Duty Cooling

1970 AMX

Engine, Mechanical & Related Changes

4-SPEED TRANSMISSION (All-Synchromesh, Close-Ratio)

The short-throw, quick-action Hurst shifting linkage became standard in late Dec. '68 (running change), and continues for the '70 AMX. The name "Hurst", recognized by performance-minded enthusiasts, appears on the shift lever. The rugged T-10 Warner Gear 4-speed "box" continues standard in AMX (360-4B & 390-4B).

NEW TYPE of SAFETY WINDSHIELD for AMX's

- a. New exclusive AM safety feature for 1970 giving greater all-round safety for driver and passengers. Developed for AM by Corning Glass Works.
- b. New laminated glass with "Chemcor (TM)" thin inner pane is 2/3 as thick and 30% lighter than '69 type.
- c. Test results confirm the following benefits:
 1. Virtual elimination of disfiguring lacerations, even in high speed, turnpike accidents. When the glass breaks, it "dices" into minute, blunt-edged granules that will not cut.
 2. The inner pane will not break (it flexes) in most low-to-medium speed "around town" accidents. Passengers may receive a bump on the head. That's all.
 3. The efficiency of the proven high-penetration-resistance plastic interlayer is increased to more effectively keep passengers inside the automobile in instances of high speed crashes.
 4. Windshield defrosting is accomplished in about 30 per cent less time for safer winter driving since the glass is 2/3 as thick as conventional, and thus conducts heat quicker.

NEW "TWIN-BALL-JOINT" Front Suspension

- a. Two ball-joints assure smoother, less-friction action (was one).
- b. Geometric "anti-dive" is built in to reduce "nose-down" tendency under braking conditions.
- c. More stability in turns (race-track proven).
- d. Smoother ride with new location of spring and shock (permits "lower-rate" springs).
- e. Quieter ride with rubber bumper relocated from upper to lower control arm to isolate noise in full jounce condition.
- f. Reduced turning effort with manual steering.
- g. Knuckle-pin inclination angle increased for faster wheel return.
- h. Longer service life.
- i. Easy to adjust (& stays adjusted).

1970 AMX

Engine, Mechanical & Related Changes

NEW "ANTI-THEFT" Lockable Steering Column

- a. One key lock ignition, steering wheel & transmission lever.
- b. If ignition key is left in either "off or lock" positions when parking, and door is opened, a buzzer warns driver to remove key (mounted on right side of steering column, just under the wheel).
- c. Transmission must be put in proper position for locking before key can be turned to "lock" position, and removed (as a further safeguard). Shift-Command transmission (column-or Console shift) is locked as shift lever is put in "park". For manual transmissions (column or floor shift), lock action occurs with lever put in reverse.
- d. With key removed, steering wheel is locked in any position.

NEW TYPE of ENERGY-ABSORBING Safety Steering Column

- a. Present "bellows" type jacket design replaced with new ball-bearing "sleeve" type for controlled-collapsing action in the event of an accident.
- b. Impact protection same as previous type but considered to be a more advanced mechanical method of accomplishing the same purpose.

NEW "VARIABLE-RATIO" Power Steering Option (Replaces '69 "Fixed-ratio" type)

- a. Permits faster steering response in turns.
- b. Easier parking.
- c. Requires fewer wheel turns without increasing steering effort.
- d. No change in straight-ahead road feel.
- e. Manual steering (fixed-ratio) continues standard. "Quick-Ratio" manual steering continues optional for AMX and recommended only for special performance/racing conditions due to increased manual effort.

NEW "78-ASPECT-RATIO, Fiberglass-Belted" Tires Standard

- a. E78x14 tire size is standard.
- b. New F70x14 Polyglas tire is optional together with standard 14" x 16" racing style wheels. This combination is standard with the "Go" package and also available separately. The F70x14 tire has raised white lettering on the sidewall.
- c. E70x14 Polyglas red-line tires continue as optional.

1970 AMX

Engine, Mechanical & Related Changes

NEW "RIM-BOW" feature for Sports Steering Wheel

- a. New wheel combines current wood-grain sports look with new "rim-blow" feature. Horn blows by squeezing the steering-wheel rim any place (contact on inner surface of rim).
- b. More convenient and reduces drivers reaction time.
- c. Standard on AMX. New 2-spoke design replaces 3-spokes.

NEW PLUG-IN SOCKET in Main Wiring Harness (running change)

- a. Junction connection for main wiring harness passing thru firewall.
- b. Uniform quality with less chance of damage to wires.
- c. Easier to service and more reliable.

NEW LOW-FUEL-WARNING Light

- a. Included in "Light Group" option
- b. Red light in fuel gauge warns driver (and stays on) when supply drops to about 2 gallons (minimum).

NEW Manual Control for Windshield Washer

Manual washers continue standard but with new actuating feature as part of wiper control knob (replaces foot pump). Electric washers and electric wipers continue in optional "Visibility Group".

AMX Brake Availability:

- a. Brake diameter and drum types:

AMX V-8	10" diameter, flared drums
---------	----------------------------

Power Brakes are an extra cost option.

Power Disc Brakes are an extra cost option.

1970 AMX

Engine, Transmission & Rear Axle Availability

Engine	Transmission	Rear Axles	
		Standard	Optional*
290 HP Typhoon V-8 360 CID** Standard	4-Speed Manual;Floor (std.)	3.54:1	3.15:1 #3.91:1
	Shift-Command Automatic Console (opt.)	2.87:1***	3.15:1 3.54:1
325 HP AMX V-8 390 CID** Optional	4-Speed Manual;Floor (std.)	3.54:1	3.15:1 #3.91:1
	Shift-Command Automatic Console (opt.)	2.87:1***	3.15:1 3.54:1

* Available at extra cost

** Dual Exhaust Standard

*** 3.15:1 is standard with "Go" packages, 2.87 & 3.54 optional

Available only with Twin-Grip Differential.

1970 AMX

Retained Standard Features

BODY:

"Advanced Unit Construction" combining body & frame into one structure. Outer front fenders are bolted on.
"Deep-Dip" Rustproofing.
Entire lower body (except roof) dipped in rustproofing solution.
"Lustre-Gard" Acrylic Enamel. Triple coats, baked-on finish.
"Cushioned-Acoustical" Molded Fiberglass Ceilings.
Body Sound Insulation.
Foam-Cushion Front-Seat Pads.
New High-Back-Contoured Bucket Seats (non-reclining for '70).
"Weather-Eye" Heating & Ventilating System.
Ventless Side Windows.
Curved Side Windows.
Ball-Bearing Ash Tray for Instrument Panel.
Deep-Sectioned, Wrap-Around Bumpers, front & rear (rubber-faced rear guards are optional).
Side-of-Car Scissors-Action Tire Jack.
"Space-Saver" Spare Tire.
Flush-Contoured Outside Door Handles.
New "78-Aspect-Ratio, Fiberglass Belted" Tires.

MECHANICAL:

New "Twin-Ball-Joint" Front Suspension Design.
Coil Front/Leaf Rear, (plus rear Torque Links).
Suspended Operating Pedals.
Step-On Parking Brake.
Self-Adjusting Brakes.
Anti-Smog Exhaust Emission Systems.
Automatic Choke with Thermostatically-Controlled Carburetor Air Cleaner.
All-Synchromesh, 4-Speed, Close-Ratio Transmission, Standard.
With Quick-action "Hurst" linkage.

ELECTRICAL:

Electronic Alternator & Transistorized Voltage Regulator.
"Clear-Power" Battery with translucent side case.
"Guard-Glo" Headlights.
Central Fuse Panel.
New Plug-In Socket for Main Wiring Harness (running change).
Space-Age Printed Circuit for Instrument Panel.

1970 AMX

Tire Availability

TIRE SIZES (all Fiberglass Belted)	AMX
E78 x 14, Black	STD
E78 x 14, Whitewall	OPT
E70 x 14, Red-Line	OPT
F70 x 14, Black with Raised White Lettering	OPT

Mag-Style Wheels are Standard.

1970 AMX

Data Book Revisions

PRODUCT CHANGES AND REVISIONS
As Of October 4, 1969

NEW OPTIONS

TRUNK LID LUGGAGE RACK (available early December, 1969)

Record this change on Section 5, Page 16.

MECHANICAL CHANGES

On all 1970 V-8's, the cylinder-head-bolt size changed
from 7/16" to 1/2" for improved head gasket sealing action.

Record this change on Section 5, Page 8.

1970 AMX

Factory Installed Options

	AMX
PAINT (See Trim Charts)	
Color - Two-Tone, (Shadow) Black Hood/Upper-side	E
Additional Charge for Deviation from Std. AMX	
Color Availability	E
TRIM SEAT: (See Trim Charts)	
Bucket Seat - Vinyl (Ventilair)	STD
-Leather	E
ENGINES:	
290 H.P. -360 CID, V-8, 4-Barrel	STD
325 H.P. -390 CID, V-8, 4-Barrel	E
PERFORMANCE:	
360 "Go" Package - 360 CID, 4-Bbl. Engine, Power Front Disc Brakes, F70x14 Tires, Handling Package, Twin-Grip Differential, H.D. Engine Cooling System & Ram-Air Induction System	E
390 "Go" Package - Same as above except 390 CID, 4-Bbl. Engine	E
Twin-Grip Differential (Recommended with "GO" Pkg.)	E
Quick-Ratio Manual Steering (Recommended <u>only</u> for special performance/racing)	E
TRANSMISSIONS:	
Shift-Command, Floor Shift & Console	E
4-Speed Full-Synchromesh, Floor Shift	STD
POWER:	
Power Steering (Recommended w/Air Conditioning)	E
Power Brakes	E
Power Disc Brakes, Front	E

E - Extra Cost
NA - Not Available

STD - Standard
D - Delete Option

1970 AMX

Factory Installed Options

AMX

AUDIO:

AM Push-Button Radio	E
AM/FM Push-Button Radio	E
Rear Speaker -w/Radio only	E
8-Track Stereo Tape Player-w/Manual Radio & 2-Rear Speakers	E

CONVENIENCE:

Center Armrest & Center Cushion	E
All-Season Air Conditioning System -H.D. Engine Cooling System, 60-Amp. Battery & 55-Amp. Alternator	E
Command-Air Ventilation System	E
Tinted Glass -All Windows (Recommended w/A/C) -Windshield	E
Adjust-O-Tilt Steering Wheel	E
Visibility Group -Includes Convenience Group, Electric Windshield Wipers & Elec. Washers	E
Electric Windshield Wipers & Elec. Washers	E
Light Group - Trunk Light, Glove Box Light, Parking Brake Warning Light, Lights-On-Warning Buzzer, Low-Fuel Warning Light & Map Light	E
Convenience Group - Remote-Control Left Outside Mirror (Painted Body Color), Visor Vanity Mirror & Clock (Electric)	E

HEAVY DUTY ITEMS:

Heavy-Duty Engine Cooling System -H.D. Radiator, Power-Flex Fan & Fan Shroud (Std. w/Air Conditioning)	E
Heavy-Duty 70-Amp. Battery	E
Cold Start Package - 70-Amp. Battery & 55-Amp. Alternator (For cars less Air Conditioning or Command Air)	E
Handling Package -H.D. Springs & Shock Absorbers	E
Engine Block Heater	E

PROTECTION ITEMS:

Bumper Guards - Rear	E
Undercoating	E

1970 AMX

Factory Installed Options

CODE	AMX
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APPEARANCE:

Racing Stripe (See Trim Chart) N/A w/Two-Tone)	E
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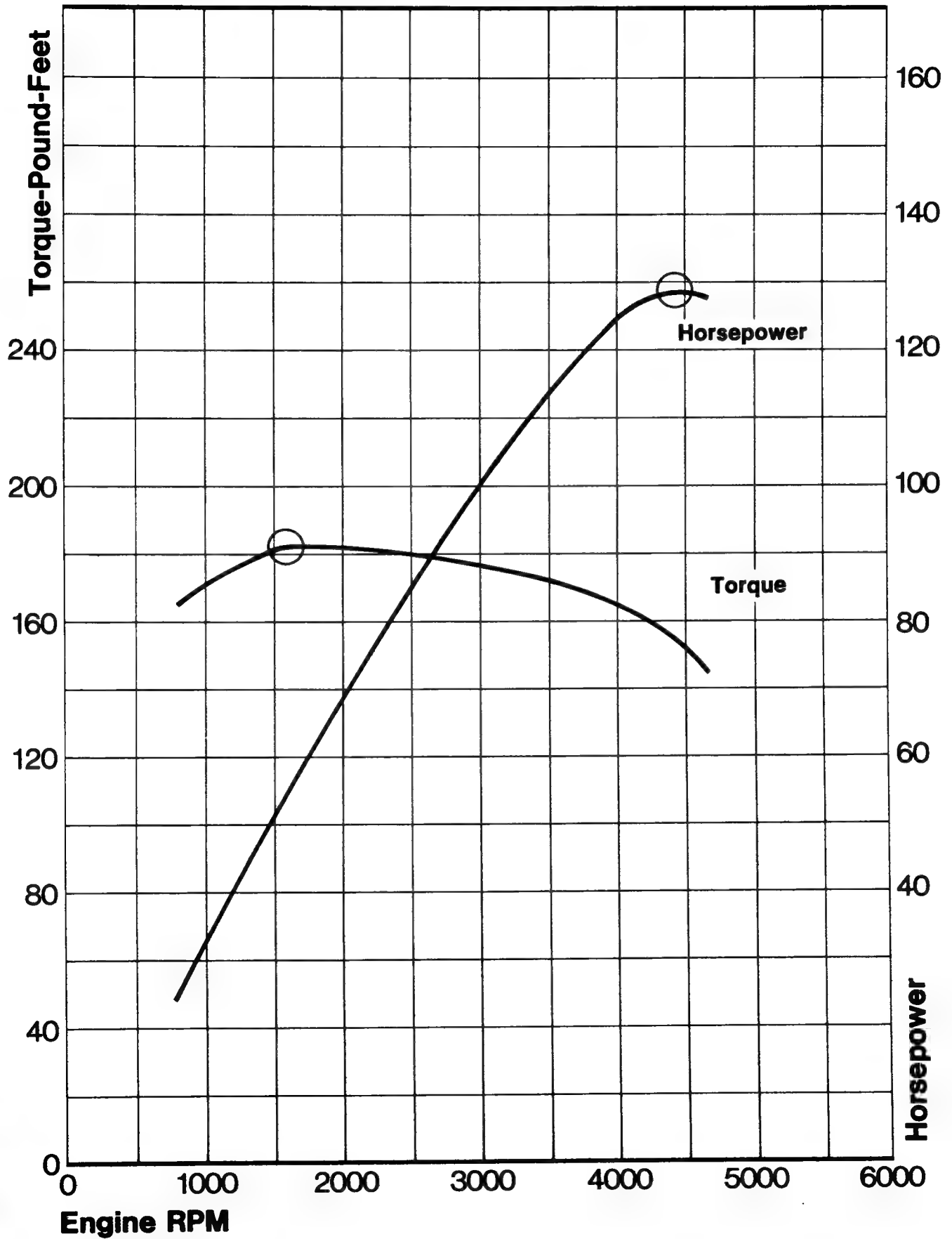
MISCELLANEOUS:

Fuel Tank Vapor Emission Control System (Required by State of California)	FVE E
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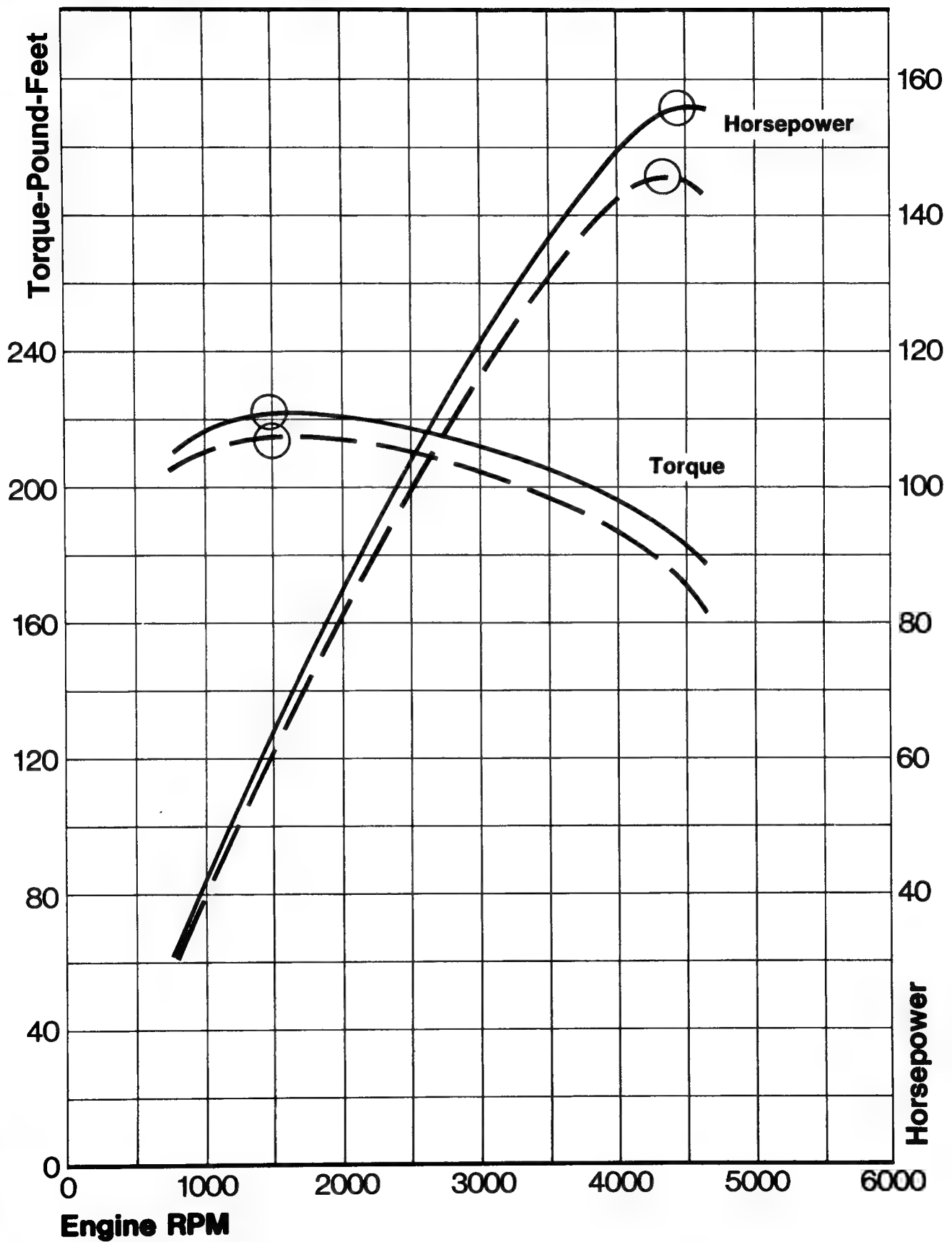
1970 AMX SEAT, TRIM & COLOR AVAILABILITY		Trim	Standard "VENTILAIR" VINYL				Optional GENUINE LEATHER		
		Trim Colors	Black	Blue	Red	Brown	Black	Red	Brown
Model	Seat Type Available	"T" Codes	031	033	035	036	031	035	036
Sports Coupe	Bucket Seats, Non-Reclining High Backs		F	F	F	F	L	L	L
Exterior Colors 14 Standard Colors		Body Color	Optional Rally Stripes						
			Black	White	Red				
Frost White		72	●	●	●	●	●	●	●
Matador Red		39	●	●	●	●	●	●	●
Hialeah Yellow		58	●	●	●	●	●	●	●
Bittersweet Orange, Metallic		79	●	●	●	●	●	●	●
Bayshore Blue, Metallic (Medium)		82	●	●	●	●	●	●	●
Commodore Blue, Metallic (Dark)		84	●	●	●	●	●	●	●
Mosport Green, Metallic (Medium)		86	●	●	●	●	●	●	●
Glen Green, Metallic (Dark)		87	●	●	●	●	●	●	●
Golden Lime, Metallic		90	●	●	●	●	●	●	●
Tijuana Tan, Metallic		91	●	●	●	●	●	●	●
Sonic Silver, Metallic		95	●	●	●	●	●	●	●
Big-Bad Blue		2	●	●	●	●	●	●	●
Big-Bad Orange		3	●	●	●	●	●	●	●
Big-Bad Green		4	●	●	●	●	●	●	●

Optional "Shadow" Black (Code #8) two-tone paint treatment on hood, top of front fenders and around side windows (with Silver separating stripe) is available with all body colors. Optional "Rally" Stripe is not available with optional "Shadow" Black two-tone treatment.

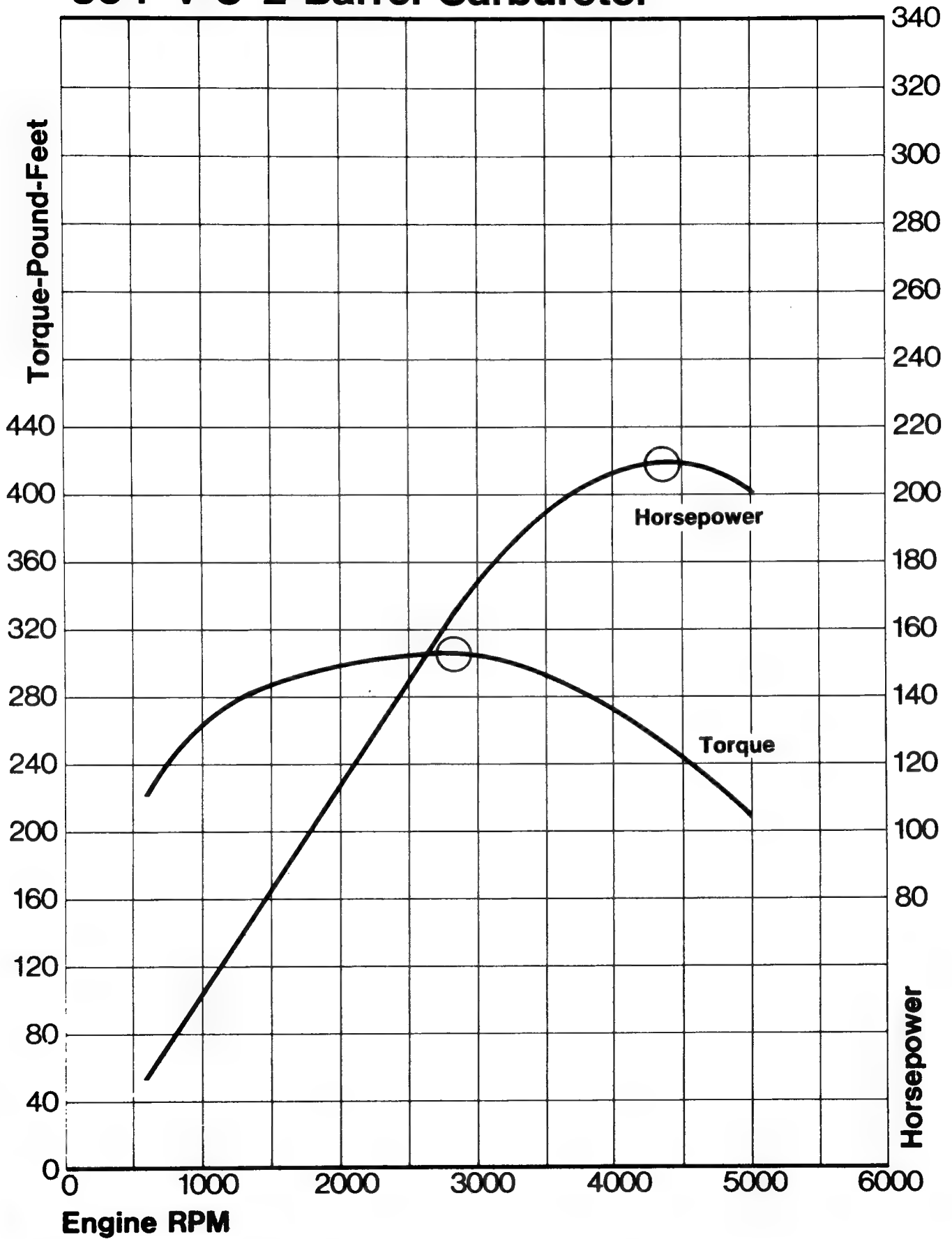
'199' Six 1-Barrel Carburetor



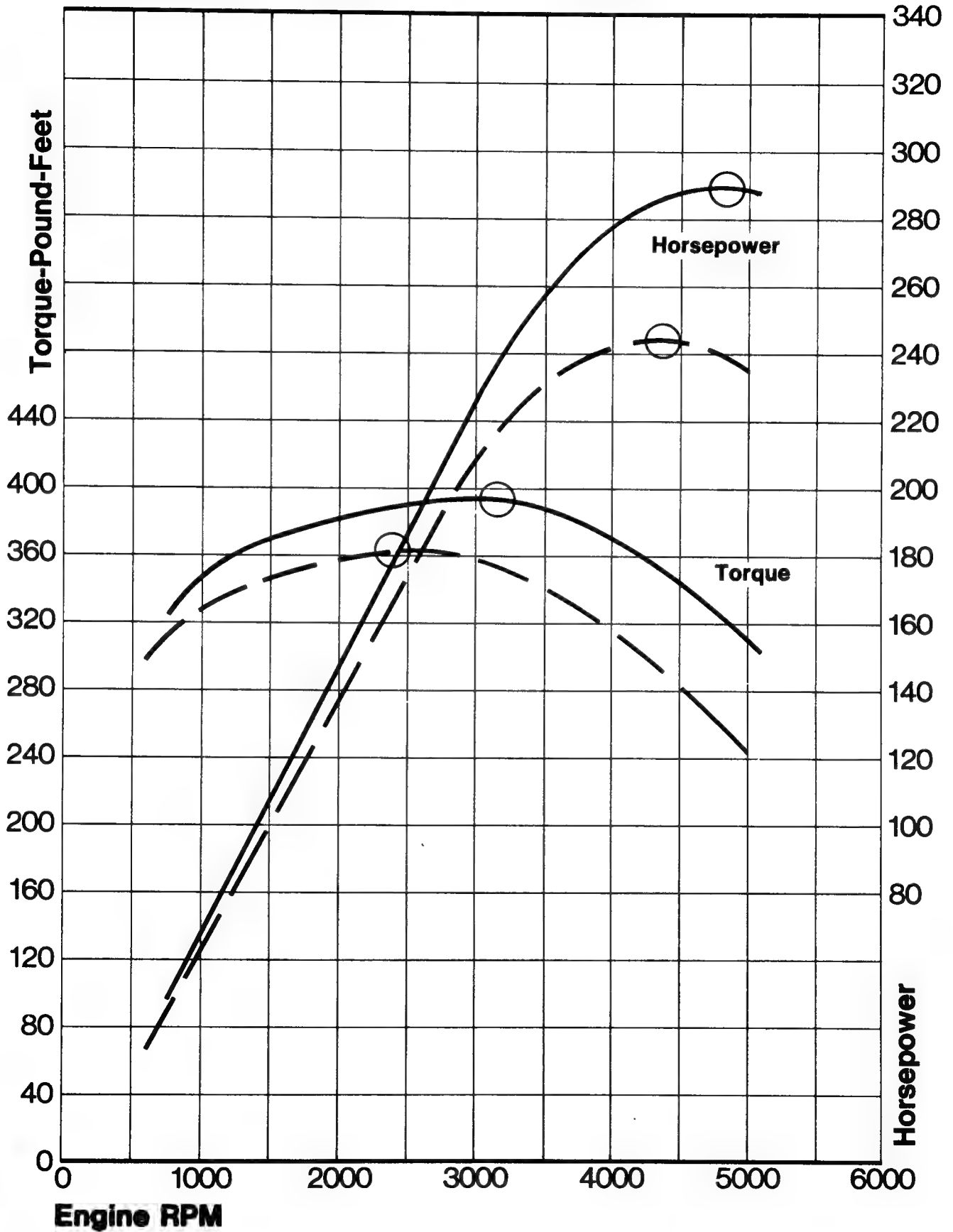
'232' Six 2-Barrel Carburetor —————
'232' Six 1-Barrel Carburetor - - - - -



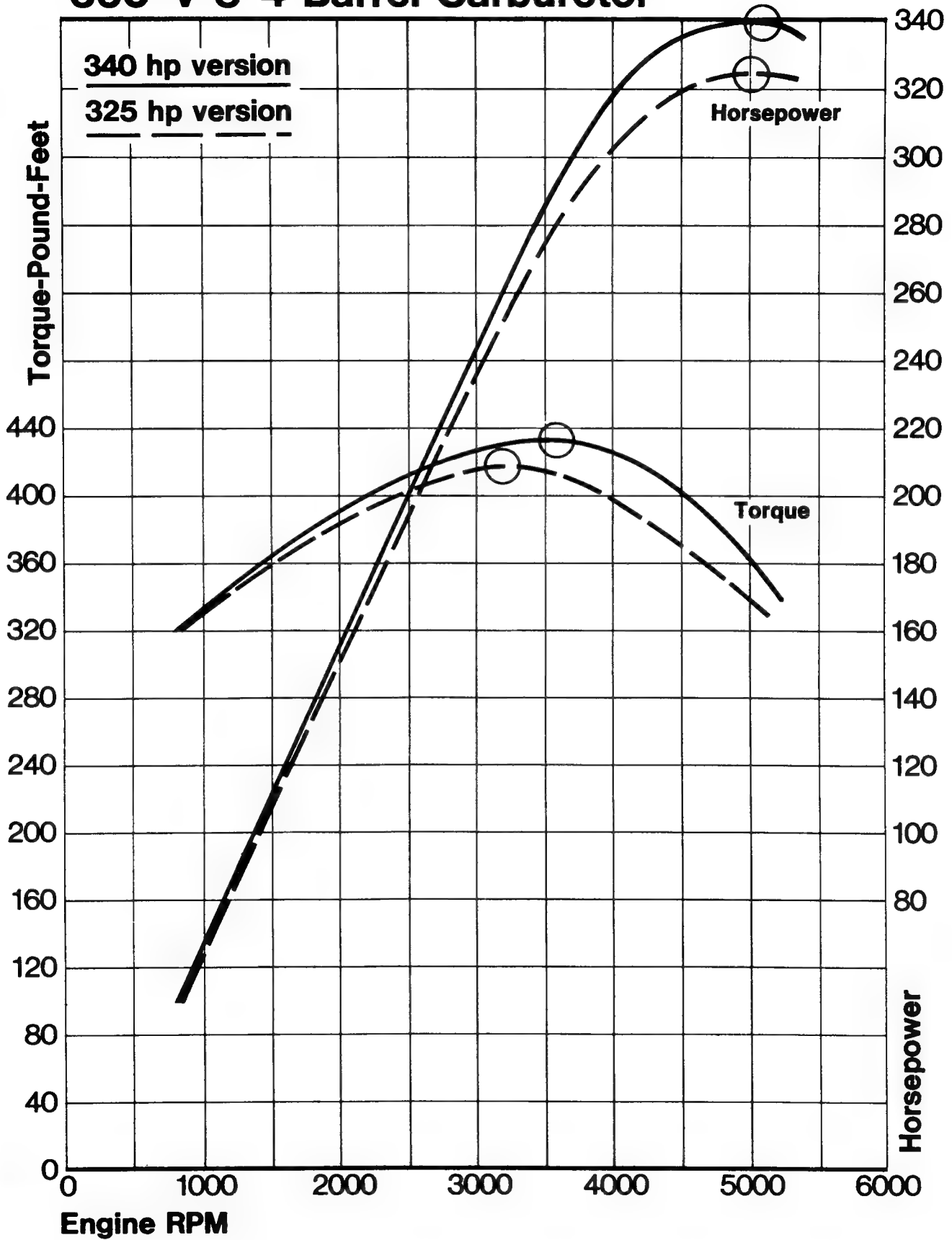
'304' V-8 2-Barrel Carburetor



'360' V-8 4-Barrel Carburetor _____
'360' V-8 2-Barrel Carburetor - - - - -



'390' V-8 4-Barrel Carburetor



Grenlin

1970½ Gremlin

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Tire Availability	13
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1970½ Gremlin

Product Highlights

The Gremlin is an unusual new two-door subcompact which will be introduced as a 1970½ model. It is the first U.S. designed and built small car to compete head-on with the leading imported cars.

The Gremlin's new slant-back configuration and adaptability bring a really new car into the small car field, providing the import inclined buyer a choice of vehicle that meets his special needs and desires. These include small size, low price, economy of operation, do-it-yourself maintenance, maneuverability, and responsive performance making it fun to drive. The first of a new generation of domestic cars, the Gremlin was conceived and designed to meet these needs.

The Gremlin is available in two models - the two passenger, and four passenger sedans - listed as follows:

2-passenger model without rear seat and lift gate	(7046-0)
4-passenger model with rear seat and lift gate	(7046-5)

Measuring only a fraction more than 161 inches overall - two inches longer than VW - on a 96-inch wheelbase, the Gremlin is distinctive and trim. Its low, wedge-shape profile - seven inches lower than VW - embodies automotive design trends that will be following in the 1970's.

The interior layout and appointments were designed to American standards of comfort and convenience. Available in both two- and four-passenger versions, the Gremlin is bigger inside than the imports. Performance, in terms of handling, acceleration, cross-wind stability, good ventilation and heating systems, and adaptability to American road systems and driving patterns, is outstanding.

A big, basic 128-horsepower six cylinder engine provides American highway power for acceleration, passing and freeway driving. Road tests demonstrate fuel economy of approximately 23 miles per gallon with standard transmission, enabling a Gremlin to cruise almost 500 miles on a tankful of gasoline.

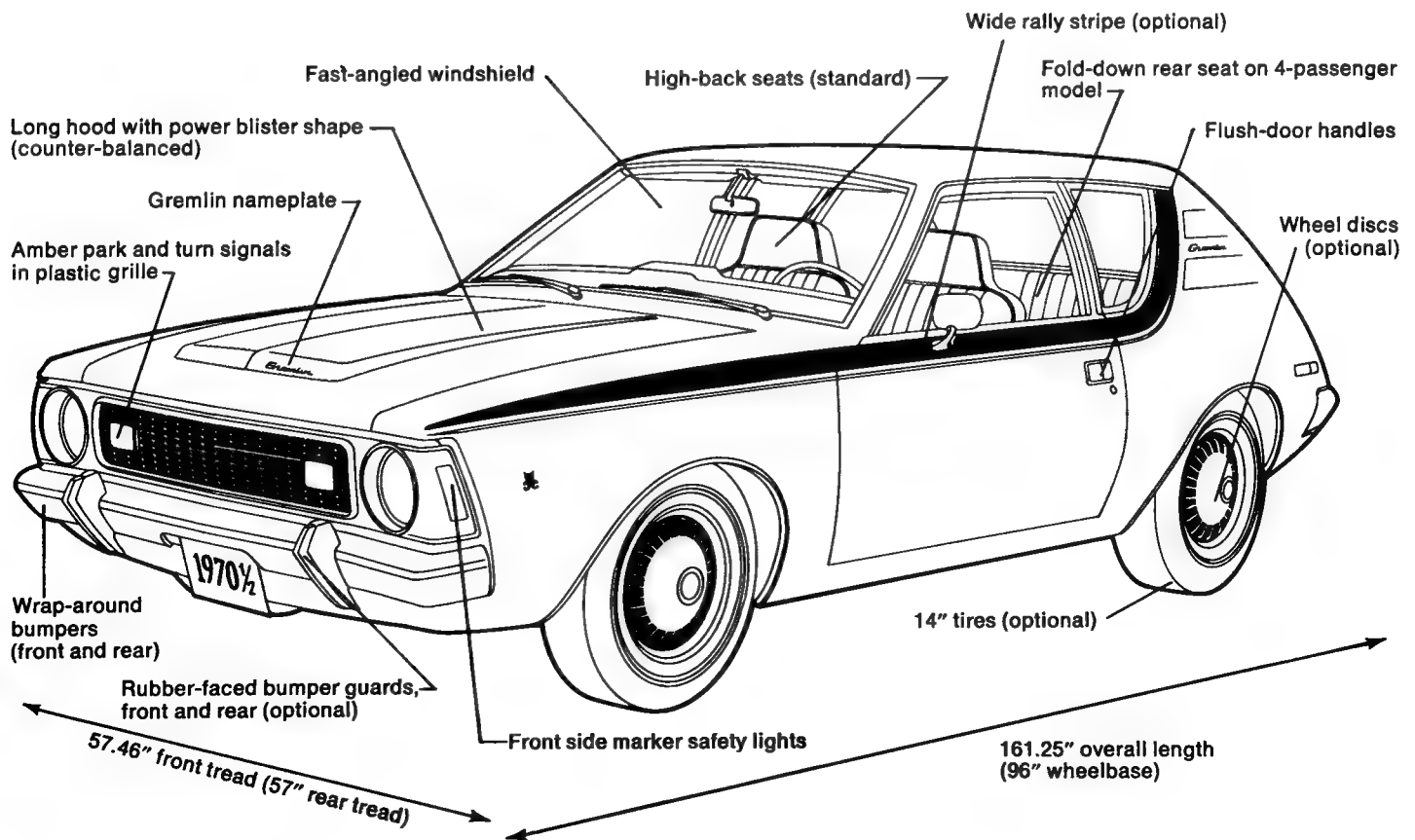
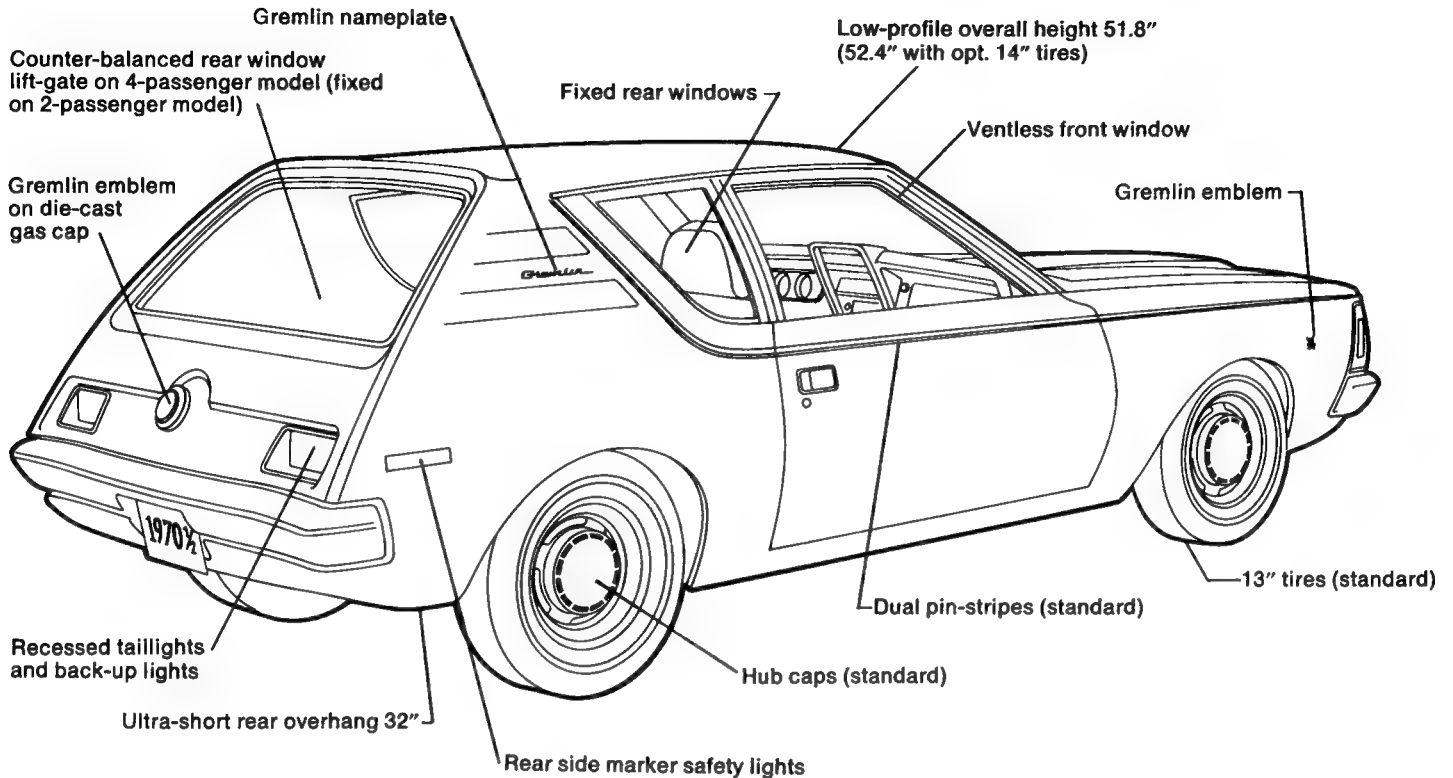
The Gremlin has displayed exceptional stability in cross-wind driving conditions by virtue of its overall design.

A wide choice of options will be offered on the Gremlin to make it fully compatible with U.S. tastes. These will include a 145-horsepower six cylinder engine, power assists, air conditioning, bucket seats, roof travel rack and many others. A convenient rear window liftgate, standard on four-passenger models, gives station wagon accessibility to the rear compartment.

A detailed description of the new Gremlin for 1970½ follows:

1970½ Gremlin

Exterior Styling Features



1970½ Gremlin

Exterior Styling Features

The Gremlin features contemporary styling with a long hood, an upswept trailing roof edge and a slant-back.

The long hood, marked by a large raised rectangular section, and a low 51.8-inch profile, combine to give the Gremlin the appearance of far greater length than its 161.25 inches. The car features an ultrashort rear overhang of only 32 inches.

With optional 14-inch tires, the Gremlin measures 52.4 inches in overall height. Thirteen-inch tires are standard.

From the front, the Gremlin is distinguished by a full-width, one-piece rectangular grille. The outer perimeter is painted silver and the center black. Squared amber park-turn lights are set at either end of the grille, which is flanked by large single headlights.

The sharply-raked windshield is complemented by the sloped lower frame of the rear side windows. The basic roof panel rises slightly yet sharply at the rear to give an airfoil effect to the roofline.

Front side windows are ventless, and the rear side windows are stationary. Both employ curved glass.

In the four-passenger Gremlin model, the back window operates as a lift-gate, providing easy access to the rear cargo area and giving the car the popular utility of a small station wagon.

On two-passenger models, the back window is stationary with access to the cargo area from the side doors.

The Gremlin script nameplate and the impish Gremlin emblem are positioned to add distinguishing touches to the car's exterior and interior.

Outside, the nameplate appears on the left front of the hood blister and on the upper rear quarter panels, between twin sculptured sections. The emblem is located near the leading edge of both front fenders and also appears in the center of the gas filler cap - a large, decorative die-casting centered in the slant-back midway between the rear window and rear bumper.

1970½ Gremlin

Exterior Styling Features

Contrasting narrow paint stripes run from the tip of the front fenders along the sides, tracing the lower frame of the up-swept rear side windows. In addition to the standard stripes, wide rally stripes are an option.

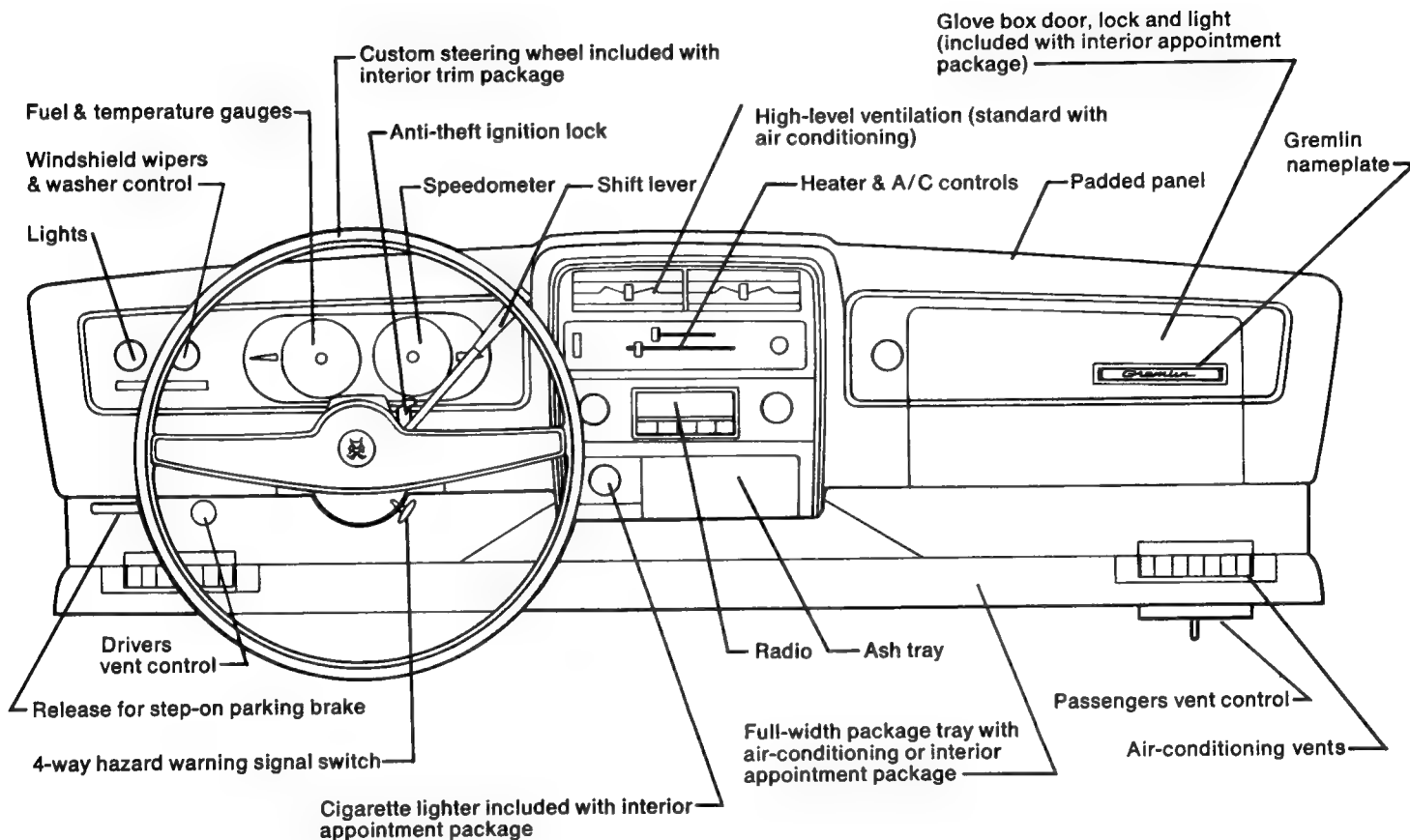
Tire options include 13-inch whitewalls, 6.45 x 14 black-walls, and B78 x 14 fiberglass-belted black or whitewalls.

The Gremlin is available in 13 solid colors, including the eye-catching Big Bad Blue, Big Bad Green and Big Bad Orange shades. Other colors include Classic Black, Frost White, Matador Red, Hialeah Yellow, Bittersweet Orange, Bayshore Blue, Sea Foam Aqua, Mosport Green, Tijuana Tan and Sonic Silver.

1970½ Gremlin

Interior Styling Features

Gremlin Instrument Panel



Interior door locks with "paddle type" handle (like other AM cars)

Injection-molded plastic instrument panel which is symmetrical about centerline

Instrument panel cluster with round-gage instrumentation

Full-width crash padding around top of panel

Headlight and wiper controls located cluster high (left side)

Efficient Weather-Eye heater with three speed fan (standard)

Highly efficient All-Season air-conditioning built-in (optional)

Full-width package tray with air conditioning or interior appointment package

Step-on parking brake

1970½ Gremlin

Interior Styling Features

Roominess, comfort and convenience are key features on the interior of the Gremlin, American Motors' stylish new subcompact.

It is wider than any import in the subcompact category, affording excellent front seat shoulder and hip room with either the standard split-back bench seat with built-in head restraint or the high-back bucket seats offered optionally on the four-passenger model.

Shoulder and hip room also are exceptional in the rear bench seat of the four-passenger Gremlin.

Seats are upholstered in durable, easily cleaned Venice-pattern vinyl, or pleated vinyl with the custom interior option. Door panels are trimmed in attractively embossed patterns and color-coordinated vinyls.

Standard interior trim colors are black or white. Black, blue, green or red interiors with pleated vinyl seats are available when the optional custom interior or bucket seats are ordered.

The clearly-defined instrument panel is padded for safety and all controls well marked and within easy reach of the driver. Twin round instrument sections contain speedometer, fuel gauge, engine temperature and warning lights.

A fitted vinyl cover for the spare tire is included as standard on all models. A Space-Saver Spare is an option available on models equipped with optional 14-inch tires to gain an extra two cubic feet of cargo room.

1970½ Gremlin vs 1970 Volkswagen Comparison

	<u>1970½ Gremlin</u>	<u>1970 Volkswagen</u>
Standard Engine	6-Cylinder/Front	4-Cylinder/Rear
" CID/HP	199/128 @ 4400	96.7/57 @ 4400
" Torque	182 @ 1600	81.7 @ 3000
Optional CID/HP	232/145 @ 4300	None
" Torque	215 @ 1600	- - - -
Std. Manual Transmission	(1)	4-Speed/Floor-Shift
Opt. Auto. Transmission	3-Speed/Column Shift	3-Speed/Floor-Shift
Suspension Springs, Front/Rear	Coil/Leaf	Torsion Bars
Power Brakes & Steering	Optional	Not Available
Parking Brake	Step-On	Pull Handle
High-Level Ventilation	Std. w/A.C.	Standard
Ventless Side Windows, Curved	Standard	Vents, Flat Glass
Opening Rear Side Window	Fixed	Optional
Anti-Theft Steering Column	Standard	Std. (Trans. Lock N.A.)
Package Tray Under Instrument Panel	With Opt. Int. App. Pkg. (& w/A.C.)	Optional
Headlining Material	Molded Composition	Vinyl
Glove Box Lock	Door & Lock with Opt. Int. App. Pkg.	Standard
No. of Exterior Colors	13	7
No. of Std. Int. Trims	2 Vinyl (Bench)	3 Fabric (Bucket)
No. of Opt. Int. Trims	4 Vinyl (Bench or Opt. Bucket)	4 Vinyl (Bucket)
Flush Outside Door Handles	Standard	Not Available
Hood Opening	Counterbalanced	Counterbalanced
Trunk Opening	" (lift gate)	"
Roof Rack	Optional	Optional
Performance (with 199 Engine):		
0-50 MPH Accel. (Seconds)	11.0 Man./11.5 Auto.	12.5 Manual
0-60 MPH Accel. (Seconds)	15.3 Man./15.8 Auto.	No Data
¼ Mile Accel. (Seconds & MPH)	19.7 @ 67 Manual	No Data
	20.0 @ 66 Auto.	
Top Speed (MPH)	95	81 Manual
Fuel Economy (MPG Average with Manual Trans.)	23.0	26.0 Manual
		25.0 Automatic
Warranty	1-year/12,000 miles	2-years/24,000 miles
Normal Eng. Oil Chnge. Interval	6,000 miles/6 mnths.	3,000 miles/3 mnths.
Normal Chassis Lube Interval	24,000 miles	6,000 miles/12 mnths.
Rear Axle Lube Replacement	Normally Not Required	Required
Std. Trans. Lube Replacement	" " "	"
Periodic Brake Adjustment	" " "	"
Valve Tappet Adjustment	Not Required (Hydraulic Lifters)	" (Mechanical Lifters)
Car Weight, Curb (with fuel)	2635	1871

(1) 199 CID: 3-Speed/Column Shift
232 CID: 3-Speed/Floor Shift

Engine, 128 H.P., 199 CID, Six, 1-Barrel Carburetor
Transmission, 3-Speed Manual, Column Shift (Floor Shift Std. w/145 H.P.)
Battery, 50-Amp., "Clear-Power 24" w/Translucent Side Case
Single, Aluminized Steel, Exhaust System
Exhaust Emission Control System with closed PCV "Engine-Mod"
System Less Air Pump
Fuel Tank, 21 Gallons (21 Gallons, w/Fuel Tank Vapor Emission Control System, Required by California)
Air Cleaner, Cellulose-Fiber for Carburetor
Alternator, 35-Amp. (55-Amp. w/Air Conditioning)
Armrests, Front (plus overlay trim w/custom interior)
Ash Tray, Front
Dome Light
Engine Coolant
Floor Mats, Rubber
Fuel Tank and In-Line at Carburetor Filter
Fuel-Pump-Vacuum Booster (Booster N/A w/Electric Wipers)
Headlights, "Guard-Glo" (Single)
Horn, Single
Weather-Eye Heating System
Oil Filter, Full-Flow
Rear Window Liftgate (Not Available on 2-Passenger Model)
Long-Wearing, Easily Cleaned Vinyl Upholstery
Seats, Non-Reclining Front with Built-in Head Restraints
Seat Cushions, Foam Rubber Pad, Front (Split Back)
 , Plain Cotton Pad, Rear (w/Fold-Down Back)
 (Not Available on 2-Passenger Model)

Wheel Trim, Hub Caps
Dual Pin Stripes

1970½ Gremlin

Standard Equipment

"SAFE-COMMAND" STANDARD FEATURES

GENERAL EQUIPMENT:

Seat Belts
Two Front Shoulder Belts
Two Rear Shoulder-Belt Anchors
Two Front Head Restraints
4-Way Hazard Warning Signals
Lane-Changer Turn Signals
Automatic Back-Up Lights
Side-of-Car Safety Markers
"Guard-Glo" Headlights
Inside Rear-View Mirror with Twin Ball-Joint Pivots
Left-Side Rear-View Mirror
Windshield Washers (Manual)
Non-Glare Variable-Speed Windshield Wipers
Windshield Defrosters (Heater)

CONSTRUCTION, BRAKES, WHEELS:

Single-Unit Body Construction
Energy-Absorbing Steering Wheel
Deep-Dish Steering Wheel
High-Strength Windshield Glass
Tempered Side & Rear Glass
Molded Ceiling Headliner
Padded Sun Visors
Padded Instrument Panel
Padded Armrests
Non-Glare Finish on Inside Parts
Double-Safety Brake System
Brake System Warning Light
Self-Adjusting Brake Linings
Mechanical Stop-Light Switch
Corrosion-Resistant Brake Lines
Safety-Rim Wheels
Tire Tread-Wear Indicators

1970½ Gremlin

Standard Equipment

"SAFE-COMMAND" STANDARD FEATURES (CONT.)

LOCKS, DOOR HANDLES, CONTROLS:

Anti-Theft Ignition, Steering & Trans. Lock with Warning Buzzer

High-Strength Door Locks

Safety-Shaped Door Handles

Two-Key Locking System (One Key Without Glove Box)

Safety-Shaped Control Knobs

Safety-Styled Instrument Panel

Front Seat-Back Lock

Dual-Action Hood Latch

1970¹/₂ Gremlin

Engine, Transmission & Rear Axle Availability

Engine	Transmission	Rear Axle Ratio	
		Std.	Opt.
Standard 128 HP Torque-Command 6 199 CID - 1 Barrel Carb.	3-Speed Manual-Col. (Std.) Shift-Command Auto.-Col.	2.73	3.08
		2.73	3.08
Optional 145 HP Torque-Command 6 232 CID - 1 Barrel Carb.	3-Speed Manual-Floor (Std.) Shift-Command Auto.-Col. Shift-Command Auto. w/AC	3.08	3.31
		2.37	2.73
		2.73	3.08

1970½ Gremlin

Tire Availability

TIRE SIZES

6.00 x 13, Polyester, Black	Standard
6.00 x 13, Polyester, White	Optional
6.45 x 14, Polyester, Black	"
B78 x 14*, Fiberglass-Belted, Black	"
B78 x 14, Fiberglass-Belted, White	"

* Standard w/Air Conditioning

Note: Space-Saver Spare Tire (Available with 14" Wheels Only)

1970½ Gremlin

Factory Installed Options

	2-Pass.	4-Pass.
PAINT: (See Trim Chart)		
Deviation from Standard Gremlin Color Availability	EXT	EXT
TRIM/SEAT: (See Trim Chart)		
Bench Cushion-Vinyl	STD	STD
Custom Interior Trim Package - Includes Custom Interior Trim (Pleated Vinyl), Carpeting & Custom Steering Wheel		
- Bench Cushion	NA	EXT
- Bucket Seats	NA	EXT
Tires - (See Tires & Axle Ratio Section)	EXT	EXT
Optional Axle Ratios (See Tires & Axle Ratio Section)	EXT	EXT
ENGINES:		
128 H.P. - 199 CID, Six, 1-Barrel	STD	STD
145 H.P. - 232 CID, Six, 1-Barrel	EXT	EXT
PERFORMANCE:		
Twin-Grip Differential	EXT	EXT
TRANSMISSIONS:		
Shift-Command, Column Shift	EXT	EXT
3-Speed Manual, Column Shift (128 H.P.)	STD	STD
3-Speed Manual, Floor Shift (145 H.P.)	STD	STD
POWER:		
Power Steering, Variable-Ratio (Recommended w/Air Conditioning)	EXT	EXT
Power Brakes	EXT	EXT

1970½ Gremlin

Factory Installed Options

2-Pass.

4-Pass.

AUDIO:

AM Push-Button Radio

EXT

EXT

CONVENIENCE:

All-Season Air Conditioning System - H.D. Engine
Cooling System, 55-Amp. Alternator & Fiberglass-
Belted B78 x 14 BSW Tires

EXT

EXT

Air Conditioning Package - A/C System, Tinted
Glass, Power Steering, Insulation Group

EXT

EXT

Tinted Glass - All Windows (Recommended w/Air
Conditioning)
- Windshield

EXT

EXT

EXT

EXT

Visibility Group - Includes Convenience Group,
Electric Windshield Wipers & Electric Washers

EXT

EXT

Electric Windshield Wipers & Electric Washers

EXT

EXT

Light Group - Two Courtesy Lights, Parking
Brake Warning Light, Lights-On-Warning Buzzer,
Low-Fuel Warning Light & Door Switches

EXT

EXT

Convenience Group - Remote-Control Left Outside
Mirror, Visor Vanity Mirror & 12" Day/Nite
Inside Mirror

EXT

EXT

Luggage Rack-Roof

EXT

EXT

Interior Appointment Package - Includes Instrument
Panel Parcel Shelf, Glove Box Door, Glove Box
Lock, Glove Box Light and Cigarette Lighter

EXT

EXT

PROTECTION ITEMS:

Bumper Guards - Front & Rear

EXT

EXT

Insulation Group - Undercoating & Hood Insulation

EXT

EXT

Scuff Molding - Side, Vinyl Insert

EXT

EXT

Clear-Vinyl Floor-Protection Mats, Front

EXT

EXT

1970¹/₂ Gremlin

Factory Installed Opt.

	2-Pass.	4-Pass.
APPEARANCE:		
Custom Steering Wheel	EXT	EXT
Wheel Discs (4)	EXT	EXT
Rally Side Stripes (See Trim Chart)		
- Black	EXT	EXT
- White	EXT	EXT
- Red	EXT	EXT
Custom Exterior Trim Package - Includes Wheel Discs, Wheel Opening Moldings, Chrome Rain-Drip Moldings	EXT	EXT
HEAVY DUTY:		
Heavy-Duty Engine Cooling System - H.D. Radiator, Power-Flex Fan & Fan Shroud (Std. w/Air Conditioning)	EXT	EXT
Heavy-Duty 70-Amp. Battery	EXT	EXT
Cold Start Package - 70-Amp. Battery & 55-Amp. Alternator (For Cars Less A/C)	EXT	EXT
Handling Package - H.D. Springs & Shock Absorbers Plus Front Sway Bar	EXT	EXT
Engine Block Heater	EXT	EXT
MISCELLANEOUS:		
Fuel Tank Vapor Emission Control System (Required by State of California)	EXT	EXT

1970½ Gremlin

Seat & Color Trim Chart

1970½ GREMLIN SEAT, TRIM & COLOR AVAILABILITY		Trim	Standard "Venice" Vinyl			Optional Pleated Vinyl			
		Trim Colors	Black	White		Black	Blue	Green	Red
Model	Seat Type Available	"T" Codes	001	008		011	013	014	015
2-Door Sedan (less rear seat)	Bench Cushion, Non-Reclining Split Back (Standard)		B	B					
2-Door Sedan (with rear seat)	Bench Cushion, Non-Reclining Split Back (Standard)		B	B		B	B	B	B
	Bucket Seats, Non-Reclining High Back (Optional)					F	F	F	F
Exterior Colors 13 Standard Colors		Body Color	Wheel Color (Blk. w/ Disc)	Standard Paint Stripes		Optional Rally Stripes			
				Black	White	Black	White	Red	
Classic Black		1	1		•		•	•	•
Frost White		72	1	•		•		•	•
Matador Red		39	39	•	•	•		•	•
Hialeah Yellow		58	1	•		•		•	
Bittersweet Orange, Metallic		79	79	•		•	•	•	
Bayshore Blue, Metallic (Medium)		82	84	•		•	•	•	
Sea Foam Aqua, Metallic		85	85	•		•	•	•	
Mosport Green, Metallic (Medium)		86	87	•		•	•	•	
Tijuana Tan, Metallic		91	94	•		•	•	•	
Sonic Silver, Metallic (Medium)		95	1	•		•	•	•	
Big-Bad Blue		2	1	•		•	•	•	
Big-Bad Orange		3	1	•		•	•	•	
Big-Bad Green		4	1	•		•	•	•	





American Motors